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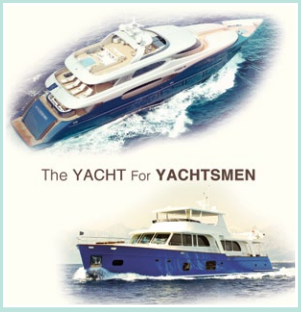
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contents

SEPTEMBER-OCTOBER 2012

11 **MAKING WAVES**
After our recent trip to Asia, we bring back news on the upcoming Taiwan International Boat Show in Kaohsiung and yards Horizon, President and Ocean Alexander, plus the America's Cup in Newport and more.

28 DEBUT: **HORIZON PC58**
The Horizon PC58 is a great surprise. It has twice the volume of a boat twice its length and it's easy to handle for an experienced couple. It proved to be a great option for a yachting couple who have owned larger yachts.

33 **CANNES PREVIEW**
Whether you're going to the Cannes show or not, these pages will give you a brief look at some of the newest yachts, with a veritable plethora of interesting new models promising to make 2012 a great vintage year.

46 COVER: **ISA PAPI DU PAPI**
Built for relaxing holiday and family time, the ISA's 164-foot *Papi du Papi* stands out for its understated interpretation of luxury and beautiful sweeping staircases, a feature Andrea Vallicelli reinterprets from an earlier successful series.

54 ONBOARD: **CRN DARLINGS DANAMA**
It's hard to get hardened yachting professionals excited, but this new 196-foot CRN had the dock abuzz at a recent charter show with its refreshing décor and great features for extended stays at sea. See her in Monaco, if you go.

65 **MONACO PREVIEW**
When the Monaco show begins this year, several new and noteworthy yachts will be included along the docks. Our preview will give you a leg up when planning your route.

80 ONBOARD: **BENETTI CRYSTAL 140**
Why should you look at one of Benetti's latest offerings in its semi-custom line? The answer is crystal clear: plenty of light, awesome comfort and elegant design by Stefano Righini and François Zuretti.

88 INNOVATION: **PODS**
Naval architect Nick Boksa makes the case for pod drives. Their maneuverability, efficiency and design flexibility may prove irresistible, he says, for all kinds of boats, from sportfishers to superyachts.

92 RACING: **THE UIM AND POWERBOAT RACING**
A couple of years ago, the governing body behind the sport of motor racing, the UIM, introduced environmental awards. Is it an odd choice or a smart way to bring the sport into the 21st century?

96 DESTINATION: **BAJA, MEXICO**
Think of Baja as a fishing destination, for the splendors of the Sea of Cortez and lots of cacti? Yes, it's all that, but it's also a destination that welcomes megayachts.





ON THE COVER: *Papi du Papi* PHOTO: Marc Paris

DIGITAL EXTRAS
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contents

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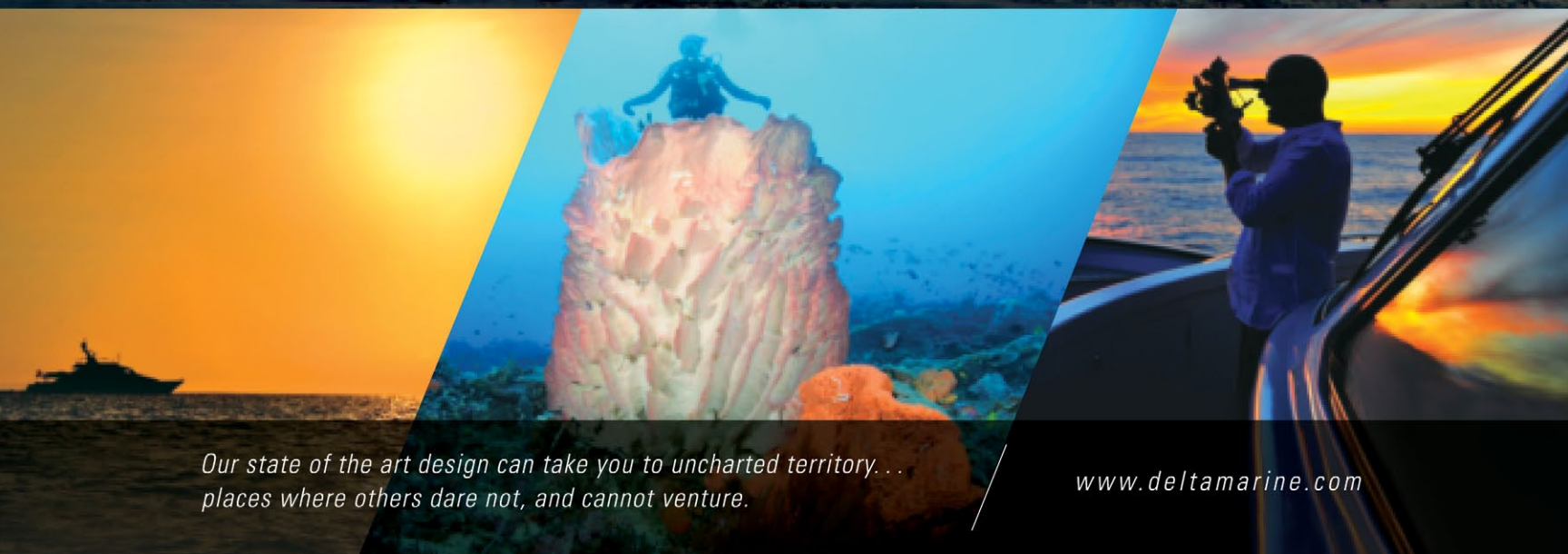


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Portside Yachting Center - 1850 SE 17th Street, Suite 107A, Ft. Lauderdale, FL 33316
TEL.: 954.761.8777 FAX: 954.761.8890
www.yachtsmagazine.com

PUBLISHER & VP AIM MARINE GROUP Gary De Sanctis - gdesanctis@aimmedia.com

EDITORIAL

EDITOR IN CHIEF Cecile Gauert - cgauert@aimmedia.com

EDITORS AT LARGE Jill Bobrow - jbobrow@aimmedia.com

Capt. Richard Thiel

EUROPEAN EDITOR Maria Roberta Morso - mariaroberta.morso@gmail.com

ART DIRECTOR Xavier R. Marañón - xmaranon@aimmedia.com

EDITORIAL/PRODUCTION ASSISTANT Erica Cooper - ecooper@aimmedia.com

CONTRIBUTORS

U.S. WEST COAST: Gerald Stansfield

WRITERS Shaw McCutcheon, Nick Boksa, Grace Trofa, Marilyn de Martini, Jerry Stansfield

PHOTOGRAPHERS: Dana Jinkins, Shaw McCutcheon, Kristina Strobel, Marc Paris

COPY EDITOR: Danielle Cutler

MARKETING

AIM MARINE GROUP MARKETING DIRECTOR: Jennifer Jones - jjones@aimmedia.com

ADVERTISING & SALES

DIRECTOR OF MARINE ADVERTISING
Jo-Aynne von Born - JVonBorn@aimmedia.com
TEL: 954.761.7073 - FAX: 954.761.8890

BROKERAGE/SERVICE & REFIT/REAL ESTATE
Steven Sumlin - ssumlin@aimmedia.com
TEL: 954.761.3569

EUROPEAN SALES Emanuele De Mari - info@admarex.com

MANAGER Donna Aschheim - daschheim@aimmedia.com

ADVERTISING MATERIAL TRAFFIC MANAGER ads@aimmedia.com

DIRECTOR OF RETAIL SALES Susan Rose - srose@aimmedia.com

RETAIL SALES MANAGER Bev Giacalone - bgiacalone@aimmedia.com

DIGITAL ADVERTISING OPERATIONS MANAGER Ron Goldy - rgoldy@aimmedia.com

GROUP CIRCULATION DIRECTOR Stephanie Flanagan - sflanagan@aimmedia.com

CIRCULATION ASSISTANT Carmen Cheung - ccheung@aimmedia.com

GROUP FULFILLMENT MANAGER Natale Russo - nrusso@aimmedia.com

RESEARCH DIRECTOR Kristy Kaus - kkaus@aimmedia.com

TO INQUIRE ABOUT SUBSCRIPTIONS
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USA & CANADA: Time Warner Retail – 260 Cherry Hill Road, Parsippany, NJ 07054
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CHAIRMAN & CEO	Efrem Zimbalist III
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{ MAKING WAVES }









Dutch Bloom: Feadship Hampshire II

Feadship offers us a rare look at the delicate launch process of a megayacht. The yacht is the 278-foot (78.5-meter) *Hampshire II*, seen here as she leaves the construction hall and is fitted with her mast. She is one of several large yachts launched this year in the Netherlands where builders and the Dutch yacht building association (HISWA) reports a recent upswing in orders in the large-yacht segment. For more information, please see our digital edition.





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CLOCKWISE FROM LEFT: America's Cup series in Newport; Agnès b, the 2012 SeaKeeper Award recipient; US Sailing President Gary Jobson, ocean conservationist Sandra Whitehouse and Senator Sheldon Whitehouse at the SeaKeepers summer gala, held at the New York Yacht Club, Harbour Court (pictured left)







Perfect Synergy

America's Cup, Ocean Conservation and Agnès b, the 2012 International SeaKeepers Society Award Recipient

The International SeaKeepers Society (ISKS), a global nonprofit organization dedicated to the preservation of the world's oceans, was in Newport, R.I., in June. The organization held its summer gala at the New York Yacht Club at Harbour Court to coincide with the America's Cup 45 series. Guests had a chance to watch the action and hear all about the historic event from Gary Jobson, renowned yachtsman, television commentator and author. Because the America's Cup is very involved in ocean conservation, the synergy was terrific. The event also gave guests an opportunity to hear Bruno Troublé, founder of the Luis Vuitton Cup series and spokesperson for luxury powerhouse LVMH. He spoke lovingly of his sister, Agnès Marguerite Troublé, known to the world as fashion icon Agnès b. Aside from her role as creator and the muse behind the international fashion house, Agnès b is the main partner behind Tara Expeditions, an eight-year-old organization supporting oceanographic research and environment awareness through expeditions aboard the laboratory sailboat *Tara*.

Agnès b will be in Monaco on September 20 to receive her SeaKeepers Award. She joins a list of renowned ocean advocates ISKS has recognized for their work in ensuring the health of the world's oceans, including H.S.H. Prince Albert II, Mikhail Gorbachev, H.R.H. Khalid bin Sultan, Ted Danson, James Cameron, H.S.H. Prince Rainier III and Jean-Michel Cousteau.

For information on the upcoming event, or to contribute, visit **seakeepers.org**

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Astondoa Historic shipyard has vision for the future

We recently paid a visit to Astondoa, a Spanish shipyard renowned for its extensive range of what we'd like to call "production/custom" yachts in the 40- to more than 120-foot range.

Production/custom may sound like an oxymoron, but in this case, the term is appropriate. Indeed, this builder is willing to offer its customers the ability to customize their yachts, no matter their size. And it is not just a matter of interior style and décor, owners have the ability to choose technical equipment and both interior and exterior layouts.

We wondered how Astondoa could offer such a level of customization and keep its prices competitive. Our visit there provided the answer: The shipyard does everything in-house. Astondoa has its own design department and employs hundreds of skilled craftsmen and technicians who build everything, including furniture, upholstery and hardware.

Since Jesús Astondoa Martínez founded the company in 1916, three generations have catered to the family business. Today, the Astondoa Group has three shipyards, plus an impressive 150,000-square-foot joinery workshop (called Classyc). The modern headquarters are located in Santa Pola, a sunny, touristic town near Alicante, on the Costa Blanca.

Astondoa currently produces three ranges of yachts in composite. Their interior design is the work of renowned Italian designer Cristiano Gatto. The ranges include an Open line (five models from 40 to 67 feet), a Flybridge line (five models from 43 to 62 feet) and the Motoryacht line (10 models from 66 to 122 feet). The company has also pre-engineered platforms for cutsom yachts from 120 to 185 feet, built in steel and aluminum. One notable recent launch is the 150-foot *Samurai One*, with an interesting interior design by Gatto.

Well-known throughout Europe, Astondoa is seeking to expand its market. The Flagship Marine Group currently represents the Spanish brand in North America and the Caribbean. The Miami-based firm's experienced president, Rafael Barca, is working with the shipyard's team on design tweaks to meet the requirements of the demanding American clientele. The strategy seems to be working. Flagship Marine has already sold a number of Astondoas from 65 to 70 feet to American owners. **—Maria Roberta Morso**

For more information, visit
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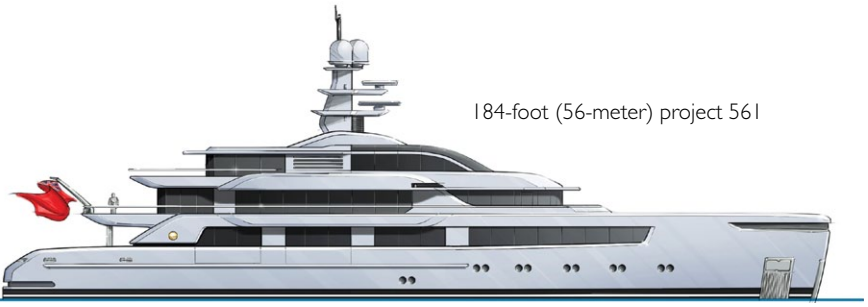
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Sunrise Yachts
New orders



184-foot (56-meter) project 561



Good news came out of Antalya-based Sunrise Yachts recently. The shipyard, which is currently building a 207-foot (63-meter) yacht (pictured left) and a 148-foot (45-meter) yacht, both with styling by Espen Øino, received two new orders. One is for a second 207-foot yacht and the second for a 184-foot (56-meter) yacht designed for world expedition. The owner, a true ocean lover according to Camper & Nicholsons' broker Fernando Nicholson, chose diesel-electric propulsion to achieve long-range ability and a lower fuel consumption rate. Two 875-kW Azimuthing E-pod thrusters will propel the yacht, which will have an impressive maximum range of 5,000 nautical miles. Sunrise Marketing Director Jean-Claude Carme says the project is essentially a custom yacht, inspired by an earlier project the shipyard developed with Espen Øino. The interior will be by Franck Darnet, who created the snazzy interior of the first Sunrise Yacht, the 148-foot (45-meter) *Africa*.

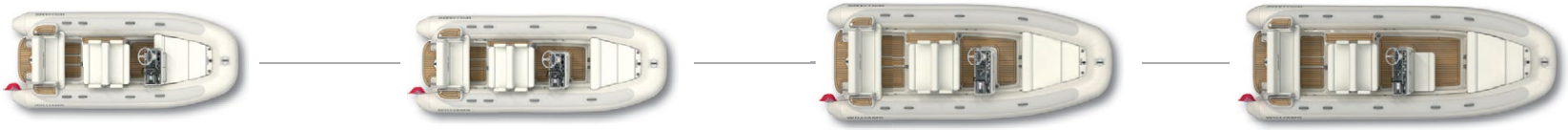
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Kaohsiung focuses on its waterfront
As future host of the Taiwan International Boat Show

The Portuguese called it Formosa, or beautiful. Taiwan, with its miles of coastline and offshore islands born of ancient volcanic activity, may sound like an ideal place to keep and operate boats, but despite its enviable geography and long tradition of boatbuilding, Taiwan has yet to develop local yachting.

The country's productive boatbuilders have produced thousands of yachts since the 1960s (sailboats and motoryachts), but they have built them for international markets. As the story goes, it was American GIs stationed in Taiwan that took notice of the well-built local boats and placed the first orders for boats to export to the United States. From there, an industry was born, sustained over time by advantageous production costs and a firm grasp on technology. The United States currently accounts for about 50 percent of the Taiwanese yacht exports (down from a high of 80 percent several years ago), and the balance goes to Europe, Australia and more recently, the Middle East, South America and China. The crisis that affected yachtbuilding over the past four years also took a bite out of most Taiwanese builders' order books, despite the emergence of new markets. While Taiwan still ranks among the world's top building countries and work is going on at leading Taiwanese shipyards, overall the pace is slower than it once was.

Boatbuilding for the international market is a significant source of jobs and revenues (in 2011, the Taiwan boatbuilding industry's output was $160 million, according to the trade office). The next step for Taiwan is to host the world at a trade show that may help shore up its value-added exports. Public and private organizations are actively promoting the 2014 international boat show. The location of this five-day event to be in April 2014, is Taiwan's second largest city, the industrious metropolis of Kaohsiung.

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Blessed with a large natural harbor (the largest in Taiwan) and tropical weather, Kaohsiung is home to 19 out of 35 Taiwanese megayacht builders, including Taiwan's most prolific yachtbuilder, Horizon Yachts. Local government, trade development organizations and the Taiwan Yacht Industry Association (TYIA), lead by Horizon CEO John Lu, have united to promote this international exhibition, which will take place in a waterfront convention center currently under construction. The building's innovative architecture features a wavelike structure and an 88-foot-tall pillar-free exhibit hall, designed to provide uninterrupted views to display, for example, large boats. For the past few years, Kaohsiung has strived to clean up its industrial past by implementing green initiatives (green spaces are found throughout the city and solar-powered boats cruise the Love River flowing through the city center). Following this trend, the exhibition center, which will be part of a new waterfront complex, will be built to be "green."

Organizers hope to attract 300 exhibitors to display everything from boats to equipment and accessories at the inaugural Taiwan International Boat Show, which will include in-water spaces. The organizers will invite buyers to Taiwan for a one-stop shopping opportunity and one-on-one meetings. Plans are also under way to encourage the development of a local yachting culture and a better understanding of the ocean's recreational potential at home. Rules regarding local cruising and licensing of leisure craft have started to be relaxed since late 2010, and more effort is afoot to develop dock support in Taiwan's major fishing ports. Taiwan has a key location at important crossroads between Japan, China and Singapore, which gives it a great position as yachting grows and matures in the region.

Contact **taiwantrade.com.tw**





The 148-foot *Polaris* docked at Horizon's Premier shipyard



Horizon Group Looking Young at 25

It is hard to believe when watching the energetic and trim CEO of Horizon emceeing on stage that the company he founded is 25 years old this year. John Lu, a naval architect who steered his company through a successful course of continued expansion and diversification, marked this milestone with a lively party showcasing the yard's varied production at its Premier shipyard. There were plenty of VIPs on hand among the 300 or so guests, but the star of the evening was Horizon's new flagship, the impressive 148-foot ice-classed *Polaris*, designed in collaboration with J.C. Espinosa. Horizon has mastered the use of composites (engineered, tested and built to strict standards at its top-notch Atech facility) to build nearly all of its diverse production, which was represented by a wide selection of new craft featured at the open house, ranging from a great-looking 56-foots port yacht with IPS drives to an alluring 120-foot raised-pilothouse yacht sold to a Chinese client. However, the new reigning queen of the Horizon fleet is a steel-hulled beauty with an aluminum superstructure. The EP148, the first yacht built to ice class in Asia, will debut at the Fort Lauderdale International Boat Show in October.

For more information, contact **horizonyachtusa.com**

A BONUS ARTICLE ON THE HORIZON CC105 IS AVAILABLE OUR DIGITAL EDITION



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The 85-foot **ecHo** under construction in June; the rendering is below

Monte Fino by Humphreys Yacht Design 85-footer **ecHo** Taking Shape



Kha Shing was founded in 1977 and remains a family-owned shipyard. Since inception, the builder has delivered more than 1,000 yachts. Its current order book lists 18 yachts, including nine vessels being built for Fort Lauderdale-based Hargrave Custom Yachts. Since 1985, Kha Shing has built its own yachts under the Monte Fino label. In 2007, the shipyard commissioned UK-based Humphreys Yacht Design to create a fresh new look for the Monte Fino yachts in the 76- to 100-foot range. Among these is the 85-foot ecHo. The composite yacht, featuring four guest cabins, is designed with fuel efficiency in mind and has long-range abilities at lower speeds. Designed with a contemporary interior, the first ecHo 85 is expected to debut at the European boat shows in 2013. Nearly complete at the time of our visit was a new 125-foot raised pilothouse designed by and built for Hargrave Custom Yachts, which debuts at the Fort Lauderdale International Boat Show in October.

For more information, visit **montefino.com**, **humphreysdesign.com** and **hargravecustomyachts.com**

Aritex The Art of Steel

It can be overlooked as merely utilitarian, but Aritex takes pride in all the stainless-steel hardware it has built for many of the world's outstanding yachts since the business started in 1983 in a small rented space. Today the company has three locations and employs 300 people in tasks from design and engineering to steel polishing. Its modern showroom is an impressive résumé for the company that provides 60 percent of the hardware used on boats built in Taiwan and whose client list reads like the international who's who of yachting. Aside from high-quality railings, anchors, bollards, cleats, doors and stairs, the company builds custom hydraulically operated passerelles, cranes and massive tender doors for superyachts.

For more information, see **aritex.com.tw**



The entrance of Aritex headquarters



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A 90-foot Ocean Alexander yacht receives a final coat of primer before paint is applied



OCEAN ALEXANDER 155



OCEAN ALEXANDER 112

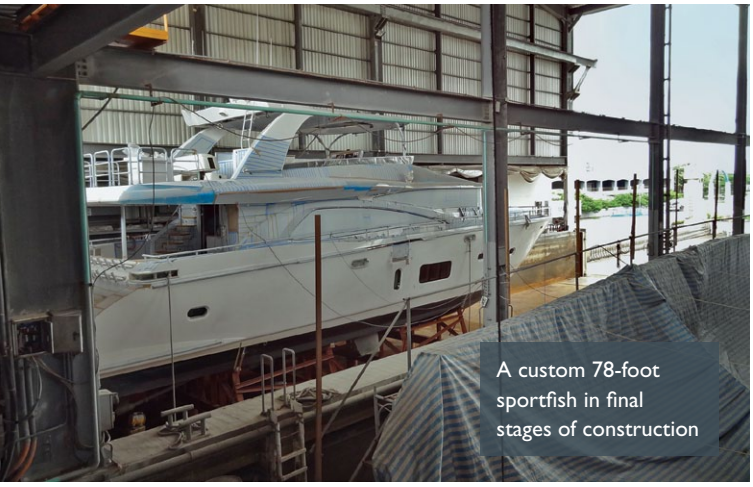
Ocean Alexander 112 Fresh off the Design Board

Johnny Chueh, who has headed the Ocean Alexander group since 1999, is a creative thinker and a man with a head for numbers. He is building a multifaceted company in which yacht manufacturing represents only about a third of the group's revenues. These days, Ocean Alexander has its own dealerships in its main export markets and owns waterfront real estate in key areas.

Last year, the company became the exclusive US West Coast dealer for Tiara Yachts—a smart way to complement the Ocean Alexander line with smaller boats the company does not build. On the other end of the scale, it partnered with US-based Christensen Yachts to build its newest flagship, the alluring Ocean Alexander 120, which debuts at the 2012 Fort Lauderdale International Boat Show. The partnership with Washington-based Christensen includes the future construction of a 135- and 155-foot yachts, fully designed and engineered. This said, the company maintains an impressive manufacturing facility, complete with an extensive woodshop and new painting facilities (as Ocean Alexander switches from gel coat to paint). It is in Kaohsiung that the shipyard's experienced craftsmen will soon start building the newly announced Ocean Alexander 112. Related in styling to the 120, the Ocean Alexander 112 was designed in collaboration with Evan K. Marshall with engineering by Gregory C. Marshall Naval Architects. The tri-deck yacht with five staterooms (including an ondeck master) will be built to class (RINA and the Marshall Islands' yacht code MI 103).

For more information, visit **oceanalexander.com**

FOR ADDITIONAL INFORMATION
SEE OUR DIGITAL EDITION



A custom 78-foot sportfish in final stages of construction

Johnson Yachts Custom Sportfisher

One of Johnson Yachts' latest offerings is a brand-new 65 equipped with pod drives (ZF 4000), which it launched on the Australian market in its enclosed bridge version. In the United States, Johnson Yachts has been successful with its line of Bill Dixon-designed semi-custom yachts, including the 87 and flagship 105 (an appealing 125-footer has been fully engineered and is awaiting a buyer). But while it has a line of pre-engineered models, this family-owned shipyard is more than willing to build to order. Among the boats under construction when we visited was a 78-foot luxury sportfisher being built for an American client. Equipped with two large Gyro stabilizers for truly comfortable fishing, the yacht features four spacious staterooms and a cabin for two crew as well as high-quality marble, attractive burl veneer and an outstanding mosaic in the fully equipped open galley.

For more information, visit **johnsonyachts.net**

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ABOVE: The 115-foot President tri-deck yacht in the building shed; **RIGHT:** Eddy Yeh feeds shows off the giant koi that greet visitors at the impressive shipyard he's built on Jiangjun Boat Harbor

President Yachts
Thinking Large

We took a side trip to visit President Yachts, which is located on Jiangjun Boat Harbor in Southern Taiwan. Founder Eddie Yeh, who was a pioneer in the Taiwanese boatbuilding industry when he opened his doors more than 40 years ago, built this facility seven years ago on a deep harbor. Not only does the facility include a large shed able to handle construction of several large yachts, the shipyard includes comfortable and spacious conference space and two huge apartments for build captains. Yeh moved there to build large yachts. He has a tendency to think large, and that is evident in the yachts he has launched to date. The President 107, launched a few years ago, is a tri-deck with enormous volume (and an impressive top speed of 24 knots). Yeh is following her with a huge 115-foot tri-deck, currently about 80 percent complete, that has seven feet of headroom throughout. Double doors open onto a spacious owner's suite with ensuite bathroom and a walk-in closet. The main deck has a roomy salon, formal dining area and a country kitchen. The enclosed pilothouse deck features a captain's cabin, second possible owner's stateroom with private deck, and the vast sun deck has room for a bar, Jacuzzi and a helm station with plenty of seating. Being built to RINA class, this fiberglass yacht is expected to have a top speed of 23.5 knots. Also built and awaiting a client is the hull of the largest President yacht to date, a 130-foot tri-deck yacht.



While the American market has proven a bit slower than he'd want it to be, Yeh has not remained idle. Over the years, his shipyard has built boats of all sizes and shape. The first President yacht was a 41-footer and since he has built multiple 30-footers for the Japanese market, as well as a number of boats in the 75-foot range. He also has worked with Rhode Island-based designer Ted Hood who designed a 66-foot expedition-style yacht, built and delivered two years ago to an Italian client. Peter Kehoe & Associates currently represents President Yachts on the US East Coast.

For more information, visit **peterkehoe.com** or **www.presidentyachts.com**

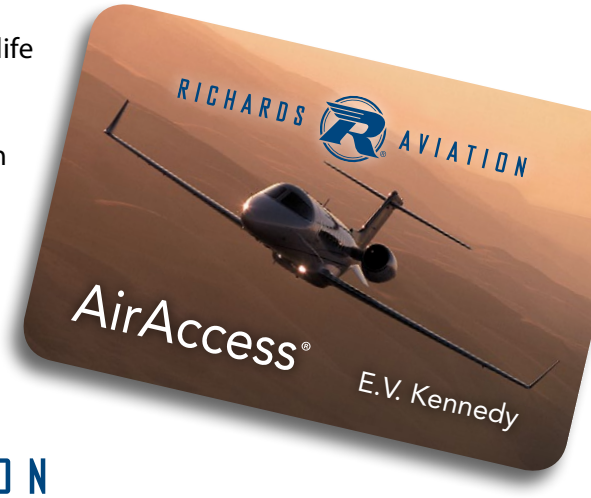


This President 130, being launched here into the deep harbor fronting the shipyard, was shipped to Japan



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Horizon PC58

Space & Grace

The Horizon PC58 made its world debut at the 2011 Fort Lauderdale International Boat Show . This surprising 58-footer, part of Horizon's new power catamaran series, has the volume of a boat twice its length and yet a couple of experienced boaters can handle it easily. That proved to be a winning combination for the happy owners of *Blue Horizon*.

A MINI-SUPERYACHT, THIS 58-FOOT CATAMARAN CERTAINLY FITS THE bill for Alec and Barbara Hammond, a lively retired couple from the UK, who ordered hull No. One. "Space and grace. Those are two words that sum up our new boat," said Alec Hammond when we met him aboard his new yacht.

The Hammonds have had larger yachts, but at this juncture in their life, they take pleasure in being hands-on and do not wish to have crew. They love to have family and friends visit and with its 24-foot, 6-inch beam, the boat feels enormous. The main deck features a generous main salon with a raised sofa, lounging area, a country-kitchen galley and a bar with four bar stools, plus a study/desk aft. There is no need for an indoor dining table as there are dining areas on the aft main deck and on the flybridge. The galley boasts a full-height refrigerator, oven, cooktop, convection and microwave ovens and a wine cooler. No roughing it here.

The big-ticket item, however, may be the ondeck master cabin. Located forward, it has

STORY **Jill Bobrow** PHOTOS **Dana Jinkins**





ABOVE LEFT: Walnut veneer, bamboo flooring, and real granite give the salon a luxury feel **FAR RIGHT:** With it's expansive views, the master stateroom may be the yacht's big-ticket item











ABOVE: In the open flybridge version, the PC58 can be equipped with a removable windscreen ensuring guests enjoy the flybridge's amenities, including a wet bar and grill, in any kind of weather; the helm console features easy-to-read monitors by Garmin, a stainless-steel wheel and a ZF joystick

a 180-degree view through panoramic raked windows, coated (as all windows on the boat are) with a sheet of clear reflective material called V-Cool. This treatment helps protect the inside from damaging UV rays and cuts down on heat. The master bathroom is also noteworthy. The owners dubbed an elliptical backlit piece of marble that looks like artwork in the shower, the "surfboard".

There are two additional ample guest cabins. The VIP, with its queen-size berth, is positioned athwartships in the starboard hull and is bright with two large windows and a skylight that doubles as escape hatch. The third cabin is located in the portside hull and features good-size twin beds. All cabins have ample storage and closet space that accommodate a dinner jacket and long dress if the occasion arises.

In addition to being a spacious and easy boat, it is also a very comfortable vessel on the sea. Naval architect Lavranos Marine Design of Auckland, New Zealand, developed the tank-tested hulls. They are highly efficient and their wide footing ensures excellent sea keeping. Horizon Yacht's in-house engineers and naval architects designed the yacht's structural, electrical and general systems. The Powercat Company and representative Richard Ford teamed up with Horizon to perfect the new line of power cats for the US market.

The PC58, like all composite boats built at Horizon, uses the patented Seeman Composites Resin Infusion Molding Process (SCRIMP) system for sturdy construction and lighter weight. For easy handling, the boat incorporates a ZF joystick maneuvering system plus ZF Marine's fly-by-wire steering system. It cruises at a respectable 18 knots and has a slow-speed range of about 800 miles. This boat offers far lower annual running costs than most boats of this size. While maximum speed is 23 knots, the Hammonds are not too concerned about getting anywhere in a hurry. They are more interested in meandering and "smelling the coffee." ■

DIGITAL EXTRA: READ OUR INTERVIEW WITH OWNERS ALEC AND BARBARA HAMMOND

HORIZON PC58

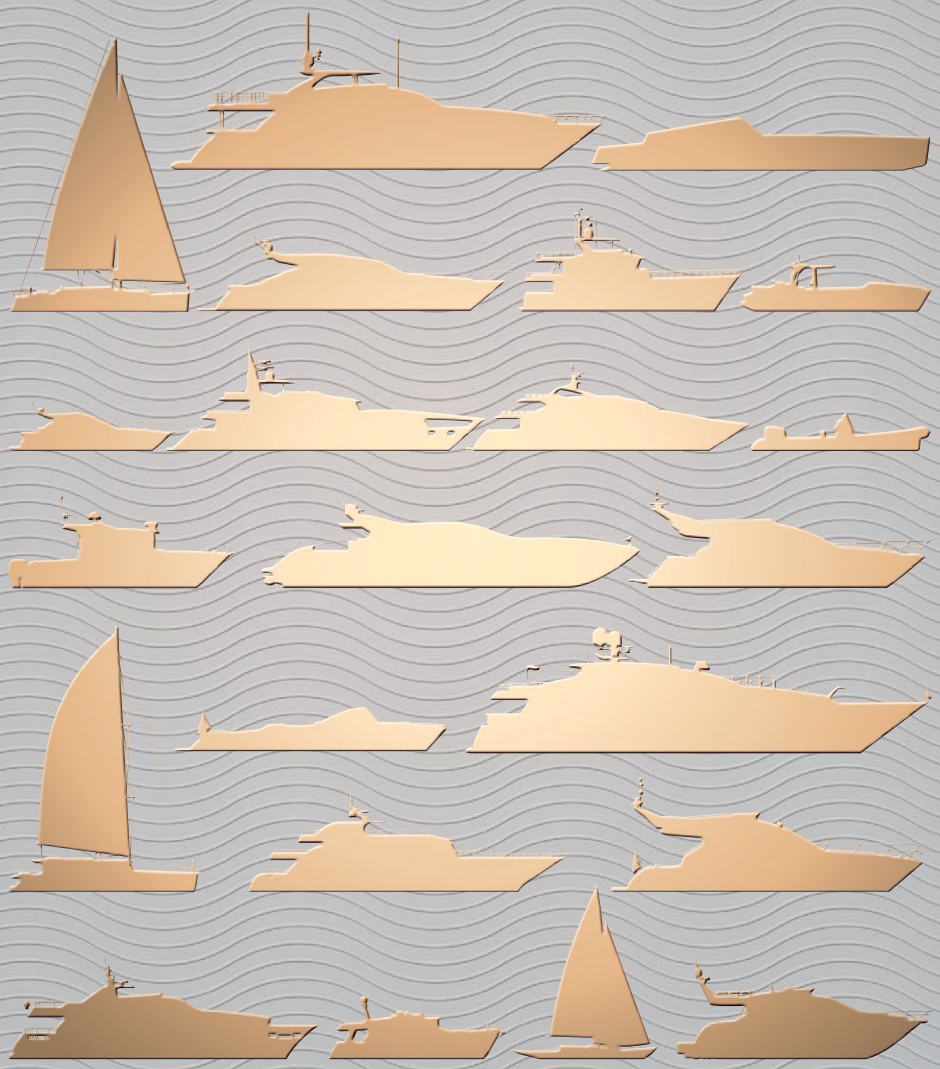
LOA: 59ft. 9in. (18.22m)
LWL: 53ft. 8in. (15.24m)
BEAM: 24ft. 6in. (7.47m)
DRAFT: 4ft. 5in. (1.35m)
HULL MATERIAL: Fiberglass

ENGINES: 2 x Cummins QSC 8.3 600hp
FUEL: 1,000 gal. (3,800L)
FRESHWATER: 400 gal. (1,500L)
AC: 80,000 BTU 500-watt
solar panels on the hard top

BUILDER: Horizon, Taiwan
YEAR: 2011
CONTACT: Horizon Yachts Inc, 561-721-4850, **info@horizonyachtusa.com** or visit **horizonyacht.com**


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{SHOW PREVIEW}

2012 CANNES INTERNATIONAL BOAT AND YACHT SHOW



TO MARK ITS 35TH ANNIVERSARY, THE CANNES INTERNATIONAL BOAT AND YACHT SHOW UNVEILED A new image, but remaining true to its roots, this well-attended exhibition still is the launch pad for many of the models from European production boatbuilders. This year, hundreds of boats of all sizes (583 were on display in 2011, including 173 making their world premiere) will compete for space in the town's old port, or Vieux Port, and nearby Port Canto, dedicated to larger and brokerage yachts. Due to the proximity to the Monaco Yacht Show (see pages 65 to 78) this year, several of the new yachts to debut this fall will attend both shows. That is the case for the custom 197-foot (60-meter) Benetti *Lyana*, one of the largest yachts on display at Cannes this year, the newest Moonen, the new Wally Ace 26 and several more. A boat show is still the best place for buyers to get a feel for what may become their next boat, and the Cannes boat show makes it easier by allowing builders and brokers to take potential clients on sea trials. Visitors queue on floating docks while boats motor out and pass the time by casting a look at the newest craft. The challenge remains for boat sellers to convert the lookers into buyers. The 2012 Cannes boat show is September 11 to 16.

FOR MORE INFORMATION VISIT SALONNAUTIQUECANNES.COM

ALL YACHTS INCLUDED IN THE PREVIEW WERE CONFIRMED TO ATTEND THE SHOW AT PRESS TIME. YACHT ATTENDANCE IS SUBJECT TO CHANGE WITHOUT NOTICE.



PRINCESS 40M CLASS

British builder Princess Yachts showcases *Imperial Princess*. This new 131-foot yacht reigns as the largest resin-infused production yacht launched in Britain. The hull may be production (and Hull Nos. Two and Three are already under construction), but the interior is custom-designed for each owner. The first Princess 40M features a five-cabin layout with a superb ondeck master. The interior by Princess and Bannenberg & Rowell incorporates horizontal-grained satin walnut bulkheads, wengé flooring on the main deck and walnut flooring on the sky deck. The focal point of *Imperial Princess* is undoubtedly the main deck with a beautifully appointed salon and formal dining area surrounded by vast windows and hydraulically folding balconies on both sides.

LOA: 131ft. 9in. (40.16m)
BEAM: 26ft. 4in. (8.02m)
DRAFT (AT HALF LOAD): 7ft. 9in. (2.41m)
FUEL CAPACITY: 7,752 gal. (29,345L)
FRESHWATER CAPACITY: 1,057 gal. (4,000L)
ENGINES: 2 x MTU 12V 4000



MAJESTY 135

The Majesty 135 is the new flagship of the 30-year-old and diversified Gulf Craft. This spacious and well-appointed tri-deck accommodates 10 guests, including owners who enjoy a full-beam master suite with a study, located forward of the main deck. Dubai-based CBD Yacht Design created the custom interior for the owners, while Gulf Craft's engineering team, Italy's YD Design and BMT Nigel provided structural design and naval architecture. Powered by MTU M93s (3,400hp each; Caterpillar engines are also available), that impressive vessel reaches a top speed of 20 knots. This international builder, based in the United Arab Emirates, is represented in the United States by Sovereign Yachts.

LOA: 135ft. (41.05m)
BEAM: 26ft. 8in. (8.14m)
DRAFT: 11ft. 7in. (3.54m)
FUEL CAPACITY: 10,000 gal. (37,855L)
WATER CAPACITY: 2,000 gal. (7,571L)
ENGINES: 2 x 3,400hp MTU 12V 4000 M93
or 2 x 3,000hp CAT 35 16B

BILGIN *M*

With a reverse-X bow, silver hull, and sleek lines, Turkish builder Bilgin's newest launch has already caught a lot of attention and is now seeking a new owner. This striking yacht—designed inside and out by H2 Yacht Design—features a modern interior combining Maccassar ebony and zebrano veneers with top-quality leathers and fabrics. The spacious master suite offers a walk-in wardrobe and marble ensuite bathroom. The yacht provides accommodations for eight guests and four crew. *M* features a hot tub on the foredeck and plenty of privacy in both the interior and exterior spaces.

LOA: 132ft. 3in. (40.3m)
BEAM: 27ft. 11in. (8.5m)
FUEL CAPACITY: 5,283 gal. (20,000L)
FRESHWATER CAPACITY:
924 gal. (3,500L)
SPEED (MAX./CRUISING): 21/16 knots
ENGINES: 2 x 2,400hp MTU 2000 M93 16V





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CANADOS 120

Canados has a new flagship with this alluring flybridge designed by Francesco Paszkowski. The design and décor emphasize privacy both inside and out and exploit every inch of interior volume. All three guest cabins—two owner's suites divided by a collapsible system of panels and a double-twin guest cabin—are located on the lower deck with one crew cabin located forward. The design team created a contemporary scheme, using various shades of gray and multiple materials in this fully custom interior.

LOA: 118ft. 10in. (36.22m)
BEAM: 23ft. 9in. (7.25m)
FUEL CAPACITY: 4,490 gal. (17,000L)
FRESHWATER CAPACITY: 660 gal. (2,500L)
ENGINES: 2 x 2,400hp MTU 16V 2000 M93

FERRETTI 870

Long-time partners Studio Zuccon International Project, Advanced Yacht Technology and the Centro Stile Ferrettigroup brought their experience to create the new Ferretti 870. Capitalizing on the innovations already found on board the stunning Ferretti 800, the 870 features large windows on both the main and lower decks and a spacious four-cabin layout (all ensuite). Flexibility is built in, and owners can order the yacht with a top deck available in either the standard, hardtop or roll-bar versions. The main deck separates the salon and dining area from the galley and helm station to maximize guest privacy, and the exterior areas ensure those aboard will have plenty of spaces to enjoy the ocean breeze.

LOA: 87ft. 5in. (26.64m)
BEAM: 20ft. 6in. (6.26m)
SPEED (MAX./CRUISING): 30.5/27 knots
FUEL CAPACITY: 1,954 gal. (7,400L)
FRESHWATER CAPACITY: 348 gal. (1,320L)
ENGINES: MTU 12V 2000 M94





VICEM 107 CRUISER *MONI*

The Turkish-built Vicem line of cold-molded cruisers has a new queen with the launch of *Moni*, the first Vicem 107 Cruiser. While her external lines fit with the family style, by owner request her interior is a departure from the usual mahogany interior. Vicem's craftsmen interpreted the owner's request for a "modern" interior with a blend of leathers, fabrics and woods to create a warm environment for the living areas and all five guest staterooms. Designed with long-range cruising in mind, *Moni* is luxurious and comfortable, and the onboard areas are designed with use and practicality in mind. Notable features on board Hull No. One include a 753-square-foot flybridge and an inviting and spacious galley with Gaggenau appliances.

LOA: 106ft. 8in. (32.5m)
BEAM: 23ft. 11in. (7.3m)
FUEL CAPACITY: 3,831 gal. (14,500L)
FRESH WATER CAPACITY: 512 gal. (1,940L)
SPEED (MAX./CRUISING): 21/17 knots
ENGINES: 2 x 1,550hp CAT C32

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BEAM: 25ft. 4in. (7.75m)
FUEL CAPACITY: 3,698 gal. (14,000L)
FRESH WATER CAPACITY: 792 gal. (3,000L)
ENGINES: 2 x 385hp CAT C12
287 @ 1,800 rpm
bkW @ 1,800 rpm

WALLYACE 26M

Kanga is the first hull of the new semi-custom composite WallyAce 26m series. A glass-walled superstructure surrounds the main deck, which includes comfortable lounging and dining areas, while the lower deck holds four guest staterooms plus an owner's suite with direct access to Wally's patented terrace on the sea. With this boat, Wally also introduces its Wallybow. Developed by Wally's in-house R&D department, it combines the effects of a bulb and a vertical bow to pierce the waves and improve performance. The standard engines run at a very low RPM for reduced vibration, noise, fuel consumption, maintenance and an increased lifespan. Built using sandwich GRP construction technology, the yacht hull's skins are 50 percent thicker than required by the classification register for this true world cruiser.



DARWIN 86

The Darwin 86 *Percheron* is the newest example in a semi-custom series designed and engineered by Sergio Cutolo/Hydro Tec for Cantiere delle Marche (CdM). Hull No. Two has a totally different layout from *Vitadimare3* (Hull One) but the two yachts share the same exterior lines, roomy interiors and a range of 7,000 nm at 8.5 knots. The interior features elm and white lacquer, beautiful carpentry details and colorful prints by Hermès. Four guest cabins accommodate up to 10 people pampered by a crew of 4. Worth Avenue Yachts represents CdM in the United States.

LOA: 85ft. 8in. (26.1m)
BEAM: 24ft. 5in. (7.43m)
FUEL CAPACITY: 11,096 gal. (42,000L)
FRESHWATER CAPACITY: 898 gal. (3,400L)
ENGINES: 2 x 385hp CAT C12 @ 1,800 rpm
RANGE: 7,000 nm @ 8.5 knots

MOONEN ALU 82

The newborn in the Moonen family is the 82 Alu *My Way*, an all-aluminum yacht in the recently introduced semi-custom series. The yacht boasts all the best characteristics of a displacement and a fast hull and when equipped with twin MAN V12s, she has a top speed of 25 knots and a remarkable range of 2,000 nm. Her shapely exterior design bears the signature of René van der Velden, and the interiors were customized according to the owner's request by renowned Dutch interior-design studio Art-Line. A large lounging/dining area welcomes guest on the main deck while the lowerdeck holds three spacious cabins: a master stateroom amidship, a VIP forward and a nice double-bedded cabin to port.

LOA: 82ft. 8in. (25.2m)
BEAM MAX: 21ft. 4in. (6.5m)
SPEED (MAX./CRUISING): 25/19 knots
FUEL CAPACITY: 2,641 gal. (10,000L)
FRESHWATER CAPACITY: 660 gal. (2,500L)
ENGINES: 2 x 1,360hp MAN V12











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SUNREEF 82

Inspired by features usually found on superyachts, the new Sunreef 82 boasts a raised salon, control station forward and the galley and dining area aft. Accessed via a central walkway, the maindeck owner's suite boasts great real estate and large windows. It features a split-level layout providing access to the port and starboard hulls where a large closet and spacious bathroom are located. The additional guest suites—either three or four depending on the chosen layout—are arranged in the port and starboard hulls. The exterior spaces offer alfresco dining areas on the main and sun decks as well as plenty of sun pads aft on the main deck for relaxing while underway.



LOA: 82ft. (23.99m)
BEAM: 37ft. (11.2m)
FUEL CAPACITY: 2 x 1.065 gal. (4,000L)
FRESHWATER CAPACITY: 2 x 206 gal. (780L)
ENGINES: 2 x 355hp



OYSTER 725

The sleek, low profile of the Oyster 725 sailing yacht is sure to attract admiring glances, but the interior is equally interesting. Its living area is cozy yet spacious, making the most of the available interior volume. The main deck is open and clutter-free, allowing for easy walkaround access as well as unimpeded 360-degree views. Accommodations include two cabins fore and three aft—including the master stateroom—all but one ensuite, a layout that makes it possible to accommodate crew or give children their own area. The Oyster's in-house design team is willing to fully customize the interior.

LOA: 74ft. 9in. (22.77m)
BEAM: 19ft. 3in. (5.85m)
FUEL CAPACITY: 528 gal. (2000L)
FRESH WATER CAPACITY: 264 gal. (1000L)
ENGINES: 212hp Cummins QSB5.9

PERSHING 82

The Pershing 82 is a contemporary interpretation of the successful Pershing 80. An elongated superstructure enhances the elegant and sporty lines, and a sun deck has been incorporated to add exterior relaxation space and a second helm station. The staircase leading to the sun deck, designed with Besenzoni, deploys or folds at the touch of a button. The standard layout features four guest cabins on the lower deck, including an owner's suite amidships, a VIP forward and two twins, plus two crew cabins. An alternate version has three guest cabins with a lounge/cinema room starboard. Two MTU 16V M93 engines, each giving 2,435hp, and coupled with Sea Rex surface drives from ZF, allow a top speed of 45 knots and a cruise speed of 40. The Sea Rex surface drives have an automatic trim system to optimize performance at any speed.

LOA: 81ft. 11in. (24.97m)
BEAM: 18ft. (5.5m)
FUEL CAPACITY: 1,571 gal (5,950L)
FRESHWATER CAPACITY: 343 gal (1,300L)
ENGINES: 2 x 2,2435hp MTU 16V 2000 M93



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RIVA 63 VIRTUS

The Riva 63 Virtus, the largest open yacht produced by the shipyard to date, is the product of the long-standing, close working relationship between Officina Italiana Design and Advanced Yacht Technology, Ferretti's research and design center. While the 63-foot Vertigo inspired the lines, but the Virtus' design has expanded the available living area with spacious zones dedicated to outdoor relaxation. The deck is protected by a large, electro-hydraulically operated bimini, which can be kept open while the boat is running. Featuring twin 1,341hp MAN V12 engines, the yacht delivers a top speed of 40 knots and a 35-knot cruise speed—thanks to the hull equipped with direct shaft line tunnel propulsion—and stellar looks.

LOA: 64ft. 2in. (19.57m)
BEAM: 15ft. 9in. (4.8m)
FUEL CAPACITY: 845gal. (3,200L)
FRESH WATER CAPACITY: 174 gal. (660L)
ENGINES: 2 x 1,341hp MAN V12 @ 2,300 rpm





MONTE CARLO YACHTS 70

The MCY 70, the third model in the Monte Carlo Yachts range, has all the stylistic elements Nuvolari-Leonard gave the line, including a high, flared bow and harmonious lines. A sliding door folds to allow easy transition between indoor and outdoor spaces. A central passage leads to a comfortable lounge area equipped with armchairs and tables. On the lower deck, the shipyard offers two different layouts with three or four cabins. With a ZF POD 4000 remote-mount transmission with intermediate cardan-shaft configuration, coupled to twin MAN V8 engines of 1,200hp each, the new MCY70 can reach a maximum speed of 33 knots.

LOA: 69ft. 11in. (21.30m)
BEAM: 17ft. 9in. (5.42m)
DISP. (DRY): 39 tons
FUEL CAPACITY: 1,057 gal. (4,000L)
FRESH WATER CAPACITY: 222 gal. (840L)
ENGINES: 2 x 1,200hp MAN V8

AUSTIN PARKER AP64 FLY

Austin Parker introduces it new 64 Fly, designed by Fulvio De Simoni to appeal to international markets with simple, modern and timeless lines. The 64 Fly is a comfortable and livable small yacht. The layout of the main living areas can be modified on request, and the three cabins, all with ensuite bathrooms, are elegantly finished with natural leather and fine woods. Two MAN 1,200hp engines combined with a well-designed hull, allow a top speed of 32 knots with surprisingly low fuel consumption. Denison Yacht Sales is Austin Parker's dealer for North America.

LOA: 63ft. 8in. (19.4m)
BEAM: 20ft. 2in. (6.15m)
FUEL CAPACITY: 977 gal. (3,700L)
FRESH WATER CAPACITY: 264 gal. (1,000L)
SPEED (MAX./CRUISING): 32/28 knots
ENGINES: 2 x MAN V8 1200 D2868 LE433





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BOCA RATON RESORT & MARINA

HYATT REGENCY SARASOTA MARINA
HILTON KEY LARGO MARINA

Facilities vary by location.



LOA: 37ft. (11.4m)
BEAM: 11ft. (3.6m)
FUEL CAPACITY: 238 gal. (900L)
SPEED (MAX/CRUISING): 42/33 knots
ENGINES: 2 x 365hp Yanmar 8 LV-370 common rail diesel

ART OF KINETIK ANTAGONIST

Art of Kinetik adds this 37-foot day cruiser to a range that blends a daring mix of technology and cutting-edge design with the most traditional material–wood. Built in cold-molded mahogany, the 37 boasts a reverse bow shape and a deep-V hull providing a smooth ride in all sea conditions. A few of the highlights include ergonomic seats, a multi-functional table for eight and a large sun pad astern framed by teak walkways leading to the swim platform, are a few of the highlights. The air-conditioned interior offers a cozy, luxurious retreat from the sun. Twin Yanmar 8LV-370 engines coupled to ZT370 Sterndrives with SS propellers allow a top speed of 42 knots. A cruising speed of 33 knots extends the range to 360 nm.

CRANCHI FIFTY8 HT

Hull No. One of Cranchi's new 54-foot (16.59-meter) hardtop line is designed for seaworthiness, maneuverability and silence. The hull is built in Kevlar, carbon and fiberglass with a superstructure of sandwich PVC, fiberglass and carbon to limit the weight and provide the necessary strength. The yard's design team worked closely with Volvo Penta in the development of the hull and engine combination and kept the best features from its Fly model. The main deck includes the galley, salon, dinette and helm, while the yacht's three cabins and two heads are spread along the lower deck. Yacht Works is Cranchi's dealer in the United States.



LOA: 60ft. 8in. (18.52m)
BEAM: 15ft. 10in. (4.85m)
FUEL CAPACITY: 528 gal. (2,000L)
FRESH WATER CAPACITY: 142 gal. (540L)
ENGINES: 2 x 600hp IPS 800
or 2 x 700hp IPS 900

AZIMUT 55S

This newest addition to the Azimut's S Collection represents a stunning shift in styling by Stefano Righini. Full of innovative features, the new 55S makes good use of the space-saving possibilities afforded by a triple Volvo IPS package, including a garage for a 9-foot 4-inch (2.85-meter) tender and an expandable beach club. Light is everywhere with a large opening roof and big windows. The design team employed carbon fiber for many of the structural parts, which decreases the overall weight and lets those three Volvo engines propel the sporty yacht to more than 36 knots.

LOA: 56ft. 8in. (17.29m)
BEAM: 15ft. 7in. (4.75m)
FUEL CAPACITY: 423 gal. (1600L)
FRESH WATER CAPACITY:
156 gal. (590L)
SPEED (MAX/CRUISING):
36/31 knots
ENGINES: 3 x 429hp Volvo D6 IPS 600



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Isa 500 | *Papi du Papi*

Family First

The second in a series of three 164-foot yachts based on the same naval platform but with totally different exterior lines and interior layout, *Papi du Papi* is designed for long, relaxing holidays and family time.

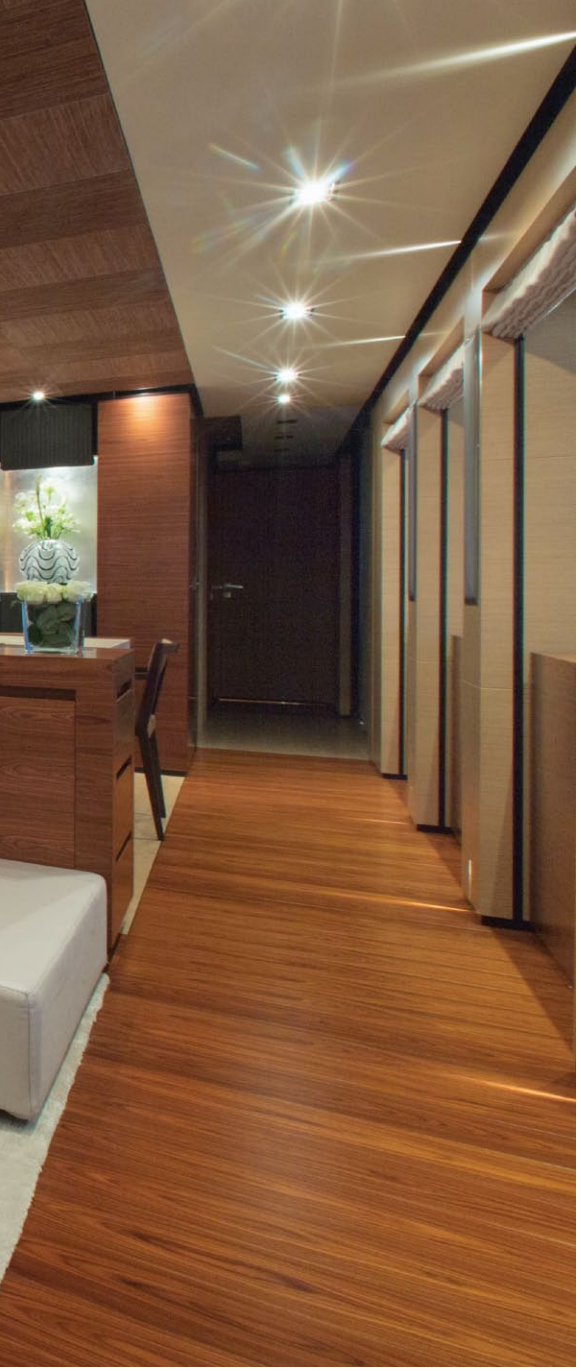
STORY Cecile Gauert PHOTOS Marc Paris



ABOVE: An Armani Casa sofa defines the conversation area in the main salon; the dining room is beyond with a stone wall providing the backdrop **RIGHT:** The rosewood floor adds warmth to the salon; the master suite includes a cozy media room











ABOVE: The aft deck is comfortable and casual but most of the entertainment takes place on the bridge deck aft and the sun deck

IN 2001, INTERNATIONAL SHIPYARDS ANCONA (ISA)'s managers Marcello Maggi and Gianluca Fenucci, set out to build stylish and innovative custom yachts. They had just five employees to start. The economic context was poor, and there was strong competition in the custom-yacht segment, but they were determined and forged ahead. What came next proved them right.

One of the first large yachts ISA delivered was a 157-foot (47.5-meter) displacement yacht in steel and aluminum (ex *April Fool*, now *360°*), designed by the late Walter Franchini. With its stylish sweep of staircases, it made a bold statement. Winning the argument against naysayers, the shipyard promptly sold five yachts in its ISA 470 series. In 2003, ISA adapted its trademark design to a stylish 120-footer, penned by Andrea Vallicelli.

An architect and sailor who designed the Italian Challenge 12-meter class yachts for the 1983 and 1987 America's Cup, Vallicelli added his considerable talent to the ISA team. Ten of the ISA 120s, built in composite, were sold in just five years, owing their success in part to their aggressive styling and strong personality.

Edgy styling has become a trademark for this relatively young yard, but that's not the only point of significance. The shipyard does engineering and









ABOVE LEFT: Lighting and sheer linen panels help set a soothing mood in the cabin **ABOVE RIGHT:** The master suite is very private with an owner's salon and office separating the bedroom from the rest of the main deck

naval architecture in-house and has forged a reputation for building sound long-range cruisers as well as speedy yachts (the 120 series had speeds in the 30-knot range). While orders for the composite lines dwindled, the shipyard saw increased interest in its larger custom yachts. In 2007, ISA signed a contract for the construction of a 206-foot yacht (with interiors by Patrick Knowles and exterior lines by Vallicelli), which was quickly followed by a 202-foot custom yacht named *Mary Jean II*. With interiors by Mark Berryman, the yacht was a hit at the 2010 Monaco Yacht Show and enjoys good success on the charter market.

The shipyard's first decade was eventful. With the arrival of new investors in 2007, the company expanded its Ancona, Italy-based shipyard with a well-equipped 10-berth marina for yachts up to 328 feet (100 meters) and acquired a 400-ton Travelift, the largest available on the Adriatic, to support its refit department activity. ISA is working at full steam at the moment with a 134-foot (41-meter) Classic, a 177-foot (54-meter) custom and a 216-foot (66-meter) yacht in ISA's new Granturismo line under construction.

ISA celebrated its 10th anniversary in 2011 with the launch of Hull No. Two of three 164-footers (50-meters), based on the ISA 500 naval platform. While they share naval architecture, the yachts feature very different interiors, exterior layouts and styling. Hull No. Three, *Belle Anna*, was delivered ahead of schedule in July.

The second in this tri-deck series, *Papi du Papi*, is a good synthesis of the ISA style and the yacht owners' requirements. Lean and sporty, the yacht reprises a feature that made the ISA 470 series so recognizable—the beautiful sweeping staircases surrounding the transom. Vallicelli interpreted them in a slightly different fashion on this yacht, using them to frame a large air-conditioned beach club, which is accessible through a set of curved glass doors. The cozy and comfortable beach club close to the sea exemplifies the yacht's overall concept: to allow guests to fully enjoy life at sea.

It was the first time that ISA worked with Francesco Paszkowski Design. The well-known design studio handles all kinds of work, but its mission here was to focus on the interior. Designer Margherita Casprini, of studio Paszkowski, did a thorough job researching materials and worked closely with the shipyard's team on execution. The chosen materials (Brazilian rosewood, oak, Jerusalem stone, travertine, leather, linen and cotton, among others) interpret the owner's vision for a décor that blends European and South American influences. It is stylish and comfortable, in keeping with his vision for a yacht that is inviting for a family.

Stepping on board, one gets an impression of wellbeing, due in part to the abundant natural light flowing from the large windows, the low-profile furniture, rosewood floor and oak walls. The eye is able to flow through most



of the deck, where the central focus is an attractive Jerusalem stone mural.

Paszkowski Design was involved in everything from layout to lighting and even entertainment options. The lighting doubles as a true architectural feature designed to define spaces and create moods. It also highlights the owner's collection of personal photographs taken on previous trips. Following an apparent design philosophy that music should be heard and not seen, the designers incorporated speakers in a way that they do not detract from the cohesive design.

The traditional layout is practical and user-friendly. It situates the five guest staterooms on the lower deck. The main deck accommodates the salon and dining room within an appealing continuous space. A professional galley with stainless-steel appliances is located behind the dining area. A long hallway goes past the foyer to lead to the large master suite's office and private salon. The bedroom, which has nice-size windows, is beyond. His-and-hers bathrooms, decorated with attractive basins carved from Jerusalem stone, and a walk-in wardrobe complement their comfortable and private space.

Most of the entertainment takes place on the bridge deck, where the skylounge doubles as a media room. Only here is the audiovisual apparent, in the form of a 103-inch TV screen and an excellent sound system. An inviting sofa encourages the family to sit together to share a movie or to view video from the day's activities.

The captain has his cabin next to the wheelhouse, which is perfectly designed for navigation with a walkaround helm console. It is very attractive to boot with black leather upholstery and large display screens. The reverse raked windshield (borrowed from commercial vessels) provides excellent visibility and works surprisingly well with the yacht's sleek design.







The spacious aft deck accommodates a table and chairs for outdoor dining and loungers with built-in shade. The sun deck, equipped with a large Jacuzzi and a bar, is mostly open to the sun. Two large umbrellas, stowed away during long navigation, complement the shade provided by the radar arch.

This yacht, which is MCA-compliant and built to meet the classification requirements of the Italian Naval Registry, is meant for some serious seas. The full-displacement hull with bulbous bow, combined with the engine and propulsion package, allows the yacht to reach a top speed of 16 knots (at half load). *Papi du Papi* will most likely cruise at economical speed. At 11 knots, she has a range of about 4,400 nautical miles. The engineer can keep an eye on the Caterpillar engines and other machinery from a soundproof office located in between the main generators. The yacht's tender garage, tucked between the beach club and the engine room, accommodates a Castoldi Jet 21, unloaded through a side shell door at starboard. The rescue tender is located on the foredeck.

The crew is accommodated forward of the guest areas on the lower deck in four cabins. Crew quarters include the laundry facility and a nice crew mess.

While the owners enjoy their privacy, we were told that they have enjoyed using *Papi du Papi* since taking delivery, visiting many harbors along the Med's most beautiful coasts. What better compliment could there be for ISA and designers Andrea Vallicelli and Francesco Paszkowski? ■

Maria Roberta Morso contributed to this report.

For more information, **visit isayachts.com**

FOR DECK PLANS AND ADDITIONAL INFORMATION SEE OUR DIGITAL EDITION







TOP LEFT: VideoWorks created a custom integrated system for music, light and shades; audiovisual plays a central role in the skylounge
BOTTOM LEFT: The owners wanted the bridge deck to be a nice communal area; it spills out onto a large aft deck equipped for outdoor dining and lounging
CENTER: The yacht's signature feature is the sweep of staircases embracing the beach club
TOP RIGHT: The pilothouse features an attractive and practical walkaround console
ABOVE: Enjoyment of sea and sun is what *Papi du Papi* is all about

ISA **PAPI DU PAPI**

LOA: 163ft. 10in. (49.95m)
LWL: 141ft. 11in. (43.26m)
BEAM (MAX.): 29ft. 6in. (9m)
BEAM (MOLDED): 28ft. 3in. (8.6m)
DRAFT (FULL LOAD): 8ft. 4in. (2.55m)
HULL MATERIAL: steel
SUPERSTRUCTURE: aluminum
DISPLACEMENT (FULL LOAD): 410.4 tons

ENGINES: 2 x Caterpillar 3512 B
POWER: 1,648hp @ 1,800 rpm
SPEED (MAX.): 16 knots
SPEED (CRUISING): about 14 knots
RANGE @ 11 KNOTS: about 4,400 nm
FUEL CAPACITY: about 21,371 gal. (71 tons)
FRESH WATER CAPACITY: about 4,515 gal. (15 tons)
GENERATORS: 2 x Caterpillar C6.6

STABILIZERS: 2 x Zero-speed fin NAIAD 575
CLASSIFICATION: Italian Naval registry, MCA, LY2 code compliant
NAVAL ARCHITECTURE: Andrea Vallicelli/ISA
EXTERIOR STYLING: Andrea Vallicelli/ISA
INTERIOR DESIGN: Francesco Paszkowski Design
BUILDER: International Shipyards Ancona - 2011

● CRN *Darlings Danama*

Going WITH THE Flow

A stunning new addition to the charter market, this 196-foot CRN has a refreshing minimalist décor with a human touch and great features for extended stays at sea. *Darlings Danama* is expected to make her Monaco Yacht Show debut in September.

STORY Cecile Gauert
PHOTOS CRN and Marc Paris







ABOVE: A custom bar decorated with straw marquetry echoes the curvaceous lines found throughout the main salon



ONE OF THE YEAR'S IMPORTANT MOMENTS IN THE yachting industry is the MYBA charter show held in Genoa each year in May. Charter brokers from all over the world meet in Genoa to view yachts that will be available for charter in the coming months. Each year, it seems, the vessels available for charter get more diverse and extraordinary. While a brand-new 60-meter entering the charter market once was a major event, now it seems, well, almost business as usual. Still, *Darlings Danama*, a steel and aluminum 196-foot CRN launched last year, is a striking new addition to the charter market. Built on a pre-engineered platform at CRN's Ancona-based shipyard, the yacht is elegant, yes, but almost unassuming on the outside. Zuccon International Project worked closely with the superyacht builder on the styling of this series, which includes *Blue Eyes* and *Mimtee*, launched in 2010. *Darlings Danama* is the seventh CRN 60 delivered since 2005. She naturally shares many features with these earlier yachts (that, of course, is the idea behind using a pre-engineered platform). Like them, she has a supersized teak-laid platform, creating a beach area of nearly 750 square feet. The yacht also features a balcony off the master suite, which is a great addition to the private space the owners enjoy on the forward half of the main deck, and a spacious sun deck with an enclosed air-conditioned lounge in the middle, a huge sunbathing area aft (which also can serve as a helipad) and Jacuzzi forward.



ABOVE: Stainless steel columns flank the entrance to the main salon; the aft deck furniture is by Fendi



ABOVE: A custom bar decorated with papaya marquetry echoes the curvaceous lines found throughout the main salon



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ABOVE: Stainless steel columns flank the entrance to the main salon; the aft deck furniture is by Fendi



ABOVE: The main salon features custom furniture and palladium-leaf murals

LEFT: The dining room, adjacent to the salon, is more playful than formal





LEFT AND ABOVE: The master bedroom, located on the main deck, has a huge ensuite bath and a private office featuring unique furniture pieces **RIGHT AND BELOW:** All guest staterooms have a similar feel but a different décor





Darlings Danama fully expresses her singularity inside. Her interior décor is a blend of modern styles making intelligent use of shapes and volumes. The Negoescus are well versed in spatial arrangements and furniture design and created many of the yacht's innovative pieces. They work with styles ranging from the purest form of minimalism to 18th-century French classics from their office in Paris' up-and-coming 10th district, itself an eclectic mix of trends and tradition. The result of their collaboration with the owners and the shipyard on the interior design is a show stopper.

Carter makes no attempt to restrain his enthusiasm when showing off *Darlings Danama* to first-time visitors. Even this seasoned pro (he's been in yachting since 1983) is genuinely in awe of what was achieved and the budget involved. He points out, as exhibit A, the stainless-steel columns framing the salon's entrance. They set the stage for metallic details found inside, delineating the white Tai Ping carpet, or serving as accents on ceilings and doors. The eye-catching furniture is a mix of custom pieces designed for the yacht and selections from other furniture makers. Glass pieces from Murano, straw marquetry, stingray skin on cabinet doors and striking architectural lighting add to the yacht's playful sophistication. The décor is consistent throughout the decks and six staterooms (four lower-deck cabins, an ondeck master suite and bridge-deck presidential suite) but full of interesting twists. Curves offset straights lines or sharp angles. This contemporary décor has a human touch.





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CRN's 60-meter series exemplifies the Italian shipyard's goal to allow guests on a yacht to connect with the ocean environment. The shipyard carried that principle to the largest yacht it has delivered to date, the outstanding 236-foot (72-meter) Nuvolari-Lenard-designed *Azteca*. In fact, the shipyard's in-house engineers were pioneers in the use of terraces and balconies on several of their models, starting with its 141-foot (43-meter) composite series, which includes *Emerald Star*. The project manager for *Emerald Star*'s owner was Captain Ian Carter, who greeted us in Genoa on the aft deck of *Darlings Danama*. He was actively involved with the construction of this yacht, which was his third opportunity to work with CRN's craftsmen.

Even with experience, very few projects of this magnitude are routine, and this was no exception. *Darlings Danama* was a complex project. For one, a difficult economic context served as background for her construction (keel laying was in late 2008 just as shipyards around the world saw the cash faucets run dry). Second, her owners were trying to achieve something very special with the luxurious contemporary interior they asked Paris-based architects Alexandre and Cristina Negoescu to create.

Contemporary design, particularly one that draws on a minimalist palette, is perhaps the hardest to pull off. Light veneers, flush panels, reflective materials and lighting accents are unforgiving to imperfections. In spite of these challenges, all involved pulled the project off in spectacular fashion.



THE DESIGN POWER OF TWO

ALEXANDRE AND CRISTINA NEGOESCU HAVE WORKED in tandem for many years. The couple first met in Bucharest, while they studied architecture, and caught up with each other again in France a few years later. They worked with renowned French interior designer Jacques Grange (with whom they designed the interior of a yacht), took freelance assignments in France, the Caribbean, the United States and elsewhere, and eventually merged their talent into one company.

They work in a light-filled studio that was once home to artisans working with glass in the up-and-coming 10th district of Paris. Because of it, perhaps, they have a true appreciation for the work that highly skilled French artisans do, and they have integrated examples of their work in the contemporary décor of *Darlings Danama*. Embossed palladium-leaf panels by master artisans from Atelier Meriguet-Carrere are show-stopping features in the yacht's dining room. "The work of French artisans is a tradition that is disappearing, and so we wanted to showcase what they can do," Cristina says. The minimalist-inspired décor blends subtle references to 1930s Art Déco and delves into the history of design. For instance, the straw marquetry used on several pieces, including the stunning coffee table they created for the main salon, is a contemporary interpretation of an 18th-century tradition.

Alexandre and Cristina have known the owners of *Darlings Danama*, who studied architecture, for a long time and designed an apartment for them. They felt right at home in their modern penthouse, and it was their city pad that provided the inspiration for the yacht's interior. Alexandre and Cristina worked closely with them, but also consulted extensively with the yacht's captain to identify the crew's needs for storage and access.

The design's overriding theme is light and fluidity. Wave patterns in the Tai Ping carpet echo curvy sofas, chairs and ceiling patterns. The shapely pieces of custom furniture define spaces filled with light. "We wanted to create open spaces, not a succession of cells," Cristina says. To that effect, many of the partitions only go three quarters of the way, providing the illusion of taller ceilings. They also worked with reflective materials, lacquers, mirrors and lighting. In other words, "We cheated," Alexandre says. The illusion they created on this floating villa is very convincing.

They designed much of the furniture, including the dining room pieces but also incorporated work from other furniture makers and interesting light fixtures that complement indirect lighting. "We probably took out 80 percent of the spotlights that were in the plans, and added indirect lighting," Alexandre says. It works; the interior is bright but cozy. It is easy for a minimalist interior to be cold and harsh. Here it is warm and inviting, with a touch of playfulness expressed through unique pieces. Art et Floritude, based in France, provided the stunning piece above the dining room table. While curves reign on the interior, the furniture outside, such as the sun-deck chairs by Spanish company Vondom, are angular to add a touch of contrast. They are original and comfortable.

Up to now, Alexandre and Cristina have focused on work and dedicated very little to promoting their work. *Darlings Danama* surely will do this for them.

Contact: Email: cabinet.negoescu.free.fr or web: negoescu.free.fr

CRN DARLING DANAMA

LOA: 195ft 3in (59.5m)
BEAM (MOLDED): 33ft 5in (10.2m)
DRAFT: 9ft 10in (3m)
HULL MATERIAL: steel
SUPERSTRUCTURE: aluminum
DISPLACEMENT (FULL LOAD): 775 tons
ENGINES: 2 x Caterpillar 3512 B
POWER: 1,174kW @ 1,600 rpm

SPEED (MAX): 15 knots
SPEED (CRUISING): 14 knots
RANGE @ 14 KNOTS: 3,000 nm
FUEL CAPACITY: 28,266 gal (107,000L)
FRESH WATER CAPACITY: 5,283 gal (20,000L)
GENERATORS: 2 x Caterpillar C9 175kW + 1 Caterpillar C4 69 kW
CLASSIFICATION: Lloyd's Register of shipping LR 100 A1 SSC-Y Mono, G6, LMC-MCA LY2 Compliant

NAVAL ARCHITECTURE: CRN engineering
EXTERIOR STYLING: Zuccon International Project
INTERIOR DESIGN: Alexandre and Christina Negoescu
BUILDER: CRN - 2011
CHARTER MANAGEMENT: Camper & Nicholsons
CONTACT: Alex Garro+377 97 97 77 45 agarro@camperandnicholsons.com





LEFT AND ABOVE: The master bedroom, located on the main deck, has a huge ensuite bath and a private office featuring unique furniture pieces **RIGHT AND BELOW:** All guest staterooms have a similar feel but a different décor





Darlings Danama fully expresses her singularity inside. Her interior décor is a blend of modern styles making intelligent use of shapes and volumes. The Negoescus are well versed in spatial arrangements and furniture design and created many of the yacht's innovative pieces. They work with styles ranging from the purest form of minimalism to 18th-century French classics from their office in Paris' up-and-coming 10th district, itself an eclectic mix of trends and tradition. The result of their collaboration with the owners and the shipyard on the interior design is a show stopper.

Carter makes no attempt to restrain his enthusiasm when showing off *Darlings Danama* to first-time visitors. Even this seasoned pro (he's been in yachting since 1983) is genuinely in awe of what was achieved and the budget involved. He points out, as exhibit A, the stainless-steel columns framing the salon's entrance. They set the stage for metallic details found inside, delineating the white Tai Ping carpet, or serving as accents on ceilings and doors. The eye-catching furniture is a mix of custom pieces designed for the yacht and selections from other furniture makers. Glass pieces from Murano, papaya marquetry, stingray skin on cabinet doors and striking architectural lighting add to the yacht's playful sophistication. The décor is consistent throughout the decks and six staterooms (four lower-deck cabins, an ondeck master suite and bridge-deck presidential suite) but full of interesting twists. Curves offset straights lines or sharp angles. This contemporary décor has a human touch.



THE DESIGN POWER OF TWO

ALEXANDRE AND CRISTINA NEGOESCU HAVE WORKED in tandem for many years. The couple first met in Bucharest, while they studied architecture, and caught up with each other again in France a few years later. They worked with renowned French interior designer Jacques Grange (with whom they designed the interior of a yacht), took freelance assignments in France, the Caribbean, the United States and elsewhere, and eventually merged their talent into one company.

They work in a light-filled studio that was once home to artisans working with glass in the up-and-coming 10th district of Paris. Because of it, perhaps, they have a true appreciation for the work that highly skilled French artisans do, and they have integrated examples of their work in the contemporary décor of *Darlings Danama*. Embossed palladium-leaf panels by master artisans from Atelier Meriguet-Carrere are show-stopping features in the yacht's dining room. "The work of French artisans is a tradition that is disappearing, and so we wanted to showcase what they can do," Cristina says. The minimalist-inspired décor blends subtle references to 1930s Art Déco and delves into the history of design. For instance, the straw marquetry used on several pieces, including the stunning coffee table they created for the main salon, is a contemporary interpretation of an 18th-century tradition.

Alexandre and Cristina have known the owners of *Darlings Danama*, who studied architecture, for a long time and designed an apartment for them. They felt right at home in their modern penthouse, and it was their city pad that provided the inspiration for the yacht's interior. Alexandre and Cristina worked closely with them, but also consulted extensively with the yacht's captain to identify the crew's needs for storage and access.

The design's overriding theme is light and fluidity. Wave patterns in the Tai Ping carpet echo curvy sofas, chairs and ceiling patterns. The shapely pieces of custom furniture define spaces filled with light. "We wanted to create open spaces, not a succession of cells," Cristina says. To that effect, many of the partitions only go three quarters of the way, providing the illusion of taller ceilings. They also worked with reflective materials, lacquers, mirrors and lighting. In other words, "We cheated," Alexandre says. The illusion they created on this floating villa is very convincing.

They designed much of the furniture, including the dining room pieces but also incorporated work from other furniture makers and interesting light fixtures that complement indirect lighting. "We probably took out 80 percent of the spotlights that were in the plans, and added indirect lighting," Alexandre says. It works; the interior is bright but cozy. It is easy for a minimalist interior to be cold and harsh. Here it is warm and inviting, with a touch of playfulness expressed through unique pieces. Art et Floritude, based in France, provided the stunning piece above the dining room table. While curves reign on the interior, the furniture outside, such as the sun-deck chairs by Spanish company Vondom, are angular to add a touch of contrast. They are original and comfortable.

Up to now, Alexandre and Cristina have focused on work and dedicated very little to promoting their work. *Darlings Danama* surely will do this for them.

Contact: Email: cabinet.negoescu.free.fr or web: negoescu.free.fr

CRN DARLING DANAMA

LOA: 195ft 3in (59.5m)
BEAM (MOLDED): 33ft 5in (10.2m)
DRAFT: 9ft 10in (3m)
HULL MATERIAL: steel
SUPERSTRUCTURE: aluminum
DISPLACEMENT (FULL LOAD): 775 tons
ENGINES: 2 x Caterpillar 3512 B
POWER: 1,174kW @ 1,600 rpm

SPEED (MAX): 15 knots
SPEED (CRUISING): 14 knots
RANGE @ 14 KNOTS: 3,000 nm
FUEL CAPACITY: 28,266 gal (107,000L)
FRESH WATER CAPACITY: 5,283 gal (20,000L)
GENERATORS: 2 x Caterpillar C9 175kW + 1 Caterpillar C4 69 kW
CLASSIFICATION: Lloyd's Register of shipping LR 100 A1 SSC-Y Mono, G6, LMC-MCA LY2 Compliant

NAVAL ARCHITECTURE: CRN engineering
EXTERIOR STYLING: Zuccon International Project
INTERIOR DESIGN: Alexandre and Christina Negoescu
BUILDER: CRN - 2011
CHARTER MANAGEMENT: Camper & Nicholsons
CONTACT: Alex Garro+377 97 97 77 45 agarro@camperandnicholsons.com





LEFT: The skylounge continues the theme with casual and elegant seating and a sculpted carpet that looks like sand





ABOVE: Playful furniture beckons guests outdoors; these free-standing pieces suit can be re-arranged for any occasion

The sophistication extends to the yacht's technical features, from a custom-designed security system with various day- and night-time guest and crew modes to efficient sound-dampening features. While the yacht is very quiet under way, the king-size master bed has a built-in white-noise machine.

Much thought also went into making the exterior spaces comfortable as well, with multiple windbreakers and climate control features. There is an elevator for access to the various decks, and three pantries facilitate food and bar service. Carter describes himself as a reformed sailor who now clearly enjoys the kind of comfortable cruising the yacht's comprehensive systems allow. For long-range cruising, Carter says Caterpillar is the only way to go. At 14 knots, this 196-foot yacht uses about 106 gallons (400 liters) of fuel an hour and 66 gallons (250 liters) at 12.5 knots, with generators on. Her zero-speed stabilizers make her comfortable and steady. A Hydromar watermaker, with integrated infrared/UV light treatment, makes 185 gallons (700 liters) of purified water an hour, and you could even opt to have fizzy water come out of the tap. For climate control, Carter likes the DWM Copeland air compressors for their reliability and efficiency. A tank tunnel provides access all the way forward and back, where the toy store accommodates two 23-foot Castoldi tenders. There are 16 crewmembers on board, including two engineers.

Darlings Danama was well received at her Genoa show debut, and her captain was happy to report he already had several weeks of charter on the books. The yacht is also expected to be at the Monaco Yacht Show where she will likely make a big statement. ■

For more information, visit **crn-yacht.com** or **camperandnicholsons.com**

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THE WOW FACTOR

MONACO YACHT SHOW 2012 EDITION



THE 22ND ANNUAL MONACO YACHT SHOW, SEPTEMBER 19 TO 22, 2012, promises to be a special edition. Organizers expect 100 yachts from 82 feet to 295 feet in length (25 to 90 meters), with an average size of 150 feet (46 meters), to fill valuable dock space in Port Hercules. More important, this will be the world premiere for approximately 40 new builds. While the full list of yachts was not available by press date, we have had word from the show organizers about the participation of several outstanding superyachts such as *Mogambo*, a 241-footer by the German shipyard Nobiskrug; Viareggio Super Yachts' flagship, the 237-foot *Stella Maris*; Alloy Yachts' largest to date, the stunning 220-foot *Vertigo,* and Wally's new 164-foot *Better Place*, among many other stars.

FOR MORE INDOEMATION, VISIT monacoyachtshow.com

STORY Staff report

FOR MORE, SEE OUR DIGITAL EDITION

ALL YACHTS INCLUDED IN THE PREVIEW WERE CONFIRMED TO ATTEND THE SHOW AT PRESS TIME. YACHT ATTENDANCE IS SUBJECT TO CHANGE WITHOUT NOTICE.

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NOBISKRUG MOGAMBO

Mogambo was fully custom built by Nobiskrug in close cooperation with the owner and his team to ensure an exceptional yacht. She combines modern styling with a wide range of spacious, open areas and an owner's terrace. With sophisticated interior design by Reymond Langton Design, *Mogambo* has a spectacular sun deck that features an air-conditioned gym and Jacuzzi. The beach club has a sauna, steam room, massage room and rain shower, all open to the swim platform. She has six guest staterooms and 12 crew cabins. Her seakeeping is excellent. Perfect hull lines are one of Nobiskrug's claims to fame since the founding of the company in 1905. In years past, this was a matter of load capacity and speed; today it's more about speed and fuel consumption.

LOA: 241ft. 2in. (73.51m) **BEAM:** 41ft. 1in. (12.50m) **DRAFT:** 12ft. (3.65m) **ENGINES:** 2 x MTU 16V 4000 M60 **SPEED (MAX.):** 17 knots

FREIRE SHIPYARD PEGASO

Though known more for its commercial vessels than its luxury yachts, Freire Shipyard—based in Vigo, Spain—was the perfect place to secretly build and launch what would otherwise have been a high-profile project. H2 Yacht Design and Moore Design dreamed up her exteriors styling and her interior is by Mark Berryman. She is built for serious expedition with long-range capabilities (10,000nm at 14 knots), with extras such as a helicopter landing pad and space for a submarine. Built to comply with Lloyd's commercial and research vessel standards, *Pegaso* was built to assist global research into different marine ecosystems. Five sumptuous main-deck guest cabins and three staff cabins complement the top-deck owner's "penthouse," while space for 22 crew occupies the lower deck. *Pegaso* is available for charter through Edmiston.

LOA: 241ft. 5in. (73.6m) **BEAM:** 43ft. (13.2m) **DRAFT:** 12ft. (3.8m) **ENGINES:** 2 x 3,149hp Caterpillar **SPEED (CRUISING):** 17 knots

VIAREGGIO SUPER YACHTS STELLA MARIS

Viareggio Super Yachts, builder of the lauded 203-foot (62-meter) *Candyscape II* and *RoMa*, is presenting its flagship yacht, the 237-foot (72-meter) *Stella Maris*. With a design by Espen Øino and naval architecture by Laurent Giles, this yacht sets a new benchmark for the yard in terms of stellar craftsmanship and avant-garde technology, and she is one of the more outstanding yachts to come from Viareggio in 30 years. Studio Reverberi chose natural stones, fabrics and veneers to create a yacht that exudes light and luminosity.

LOA: 236ft. 7in. (72.10m) **BEAM:** 41ft. 4in. (12.60m) **DRAFT:** 12ft. 2in. (3.70m) **SPEED (MAX.):** 17 knots

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VERTIGO




MAIDELLE


GARÇON

AMELS SEA AXE GARÇON

Amels is showing *Garçon* in what is the world premiere of Damen Shipyard's Axe Fast Yacht Support. Moran Yacht & Ship supervised the build of this particular hull, built as a support vessel with a superyacht finish. Rather than a "shadow boat," her speed makes this spacious craft a forerunner boat. Her bow entry and underwater body shape allow her to navigate at 18 to 25 knots in all weather conditions. She boasts nearly 2,530 square feet of deck space for toys, plus a SOLAS-certified helipad, suited for commercial use (with 5.5 tons of takeoff weight)—a hangar is optional. The Sea Axe FYS range consists of 37-, 50- and 67- meter models. A second Sea Axe 6711 FYS is currently under construction.

LOA: 220ft. 4in. (67.15m) **BEAM:** 36ft. 9in. (11.2) **ENGINES:** 4 x 1,911 hp Caterpillar **SPEED (MAX.):** 25 knots

ALLOY VERTIGO

Vertigo (Hull No. AY41) is the largest sailing yacht to date from New Zealand builder Alloy Yachts. Designed with modern lines by Philippe Briand, she has a stunningly elegant interior by Christian Liagre Interior Design, whose brief was to render her "Urban at Sea." Mast and rigging is by Southern Spars, and she has a full suite of North Sails. She has all the bells, whistles and amenities of a mega motoryacht, yet she remains a sailing yacht at heart, with vast teak decks, a low profile and high-performance capabilities.

LOA: 220ft. 6in. (67.2m) **BEAM:** 41ft. 2in. (12.53m) **DRAFT:** 16ft. 6in. (5.05m) **ENGINES:** 2 x 1,400bhp Caterpillar C32 DI-TTA V12, @ 2,300 rpm
SAIL AREA: 57,372 sq. ft. (5,330 sq. m)

ICON MAIDELLE

Maidelle (project Midlandia) is Icon Yachts' third 205-foot (62.5-meter) motoryacht. She follows *Icon*, delivered in 2009, and *Baton Rouge*, delivered in 2010. Built for an experienced owner, she features exterior styling by Redman Whiteley Dixon Design and a tasteful interior design from Cristiano Gatto. Lloyds-registered and MCA-compliant, *Maidelle* is decorated with a special range of woods, including mahogany, rosewood, ebony and walnut Canaletto in a gloss finish. A key factor in the layout was the owner's desire to create large entertainment areas, both formal and informal, while reflecting his need for family privacy.

LOA: 205ft. (62.5m) **BEAM:** 37ft. 5in. (11.40m) **DRAFT:** 11ft. 8in. (3.6m) **ENGINES:** 2 x MTU diesels

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LADY LINDA


STEP ONE


LYANA



BENETTI LYANA

Lyana, a custom 197-foot (60-meter) steel hull and aluminum superstructure yacht with four interior decks and five comfortable suites features exterior styling by Stefano Natucci. The interior design is a combination of Zuretti and Pierre-Yves Rochon, who used a distinctive Macassar ebony floor and bulkhead detailing, contrasted with lighter anigré in the attractive main salon. A luminous central staircase with a nautical scheme allows light from the sun deck to filter belowdecks where four guest ensuite staterooms are located. Wellness is well represented on board with a massage room, a gym separated from the salon via a glass wall and a large Jacuzzi, located on the sun deck. She also has space for a disco. Available for charter, this beauty accommodates 12 guests and 15 crew.

LOA: 196ft. 10in. (60m) **BEAM:** 34ft. 2in. (10.40m) **DRAFT:** 10ft. 2in. (3.10m) **ENGINES:** 2 x MTU 12V 4000 M60 **SPEED (MAX.):** 16 knots

TRINITY LADY LINDA

This new beamy aluminum tri-deck with accommodations for 12 guests in six cabins is the second yacht built by Trinity for this American couple. Designer Evan K. Marshall, who designed their previous 157-foot *Lady Linda*, created a playful interior using outstanding burl and a staggering selection of high-quality Italian marbles, custom furniture and colorful artwork. The owners have a large suite on the main deck and guests are comfortably accommodated in four large lower-deck suites. The gym, on the bridge deck, can be converted into a sixth cabin. With a relatively small draft, this yacht is well suited to the shallow waters of the Bahamas as well as being very capable of handling transatlantic crossings.

LOA: 187ft. (57m) **BEAM:** 33ft. 4in. (10.2m) **DRAFT:** 8ft. (2.4m) **ENGINES:** 2 x 3,384hp Caterpillar 3516-C **SPEED (MAX.):** 20 knots

AMELS STEP ONE

This 180-foot (55-meter) Amels is another world premiere. With exterior design by Tim Heywood, interior design by Laura Sessa and Moran Yacht & Ship as owner's representative, she is the newest model in the successful Amels Limited Editions range that bridges the gap between semi-custom and fully custom yachts. Her gross tonnage is 660 and she sports a 2.2-ton takeoff-weight helipad. She has an 80-foot-long sun deck. She supports 12 guests in six luxury cabins.

LOA: 180ft. 5in. (55m) **BEAM:** 30ft. 10in. (9.40) **ENGINES:** 2 x 1,408hp MTU **SPEED (MAX.):** 15.5 knots



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Interior layout, design and decor by Destry Darr Designs of Fort Lauderdale, Florida.

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BETTER PLACE



BELLE ANNA



LA PELLEGRINA

ISA BELLE ANNA

Ancona-based Italian shipyard ISA delivered the 164-foot (50-meter) tri-deck displacement motoryacht *Bella Anna* in the summer of 2012. Naval architect Andrea Vallicelli collaborated with ISA's in-house team, and for the first time, François Zuretti worked with ISA on the interior design. The result is a sophisticated high-performance, low-consumption yacht. She can sleep 12 guests in six cabins with a crew of 10. She is a modern sporty yacht with an elegant stern that has a versatile beach area accessed from the swim platform via two wide curved glass doors.

LOA: 164ft. (50m) **BEAM:** 29ft. 6in. (9m) **DRAFT:** 14ft. 9in. (4.5m) **ENGINES:** 2 x 1,649hp Caterpillar 3512C @ 1800 rpm **SPEED (MAX.):** 17 knots

WALLY BETTER PLACE

This new 164-foot (50-meter) sailing yacht, with a stunning Bugatti-blue hull is the world's largest carbon-fiber sloop. Wally built the yacht based on naval architecture by Tripp Design. Wetzels Brown Partners created the modern interior. Color-changing LED lights throughout can be adjusted to change atmosphere and mood. The aft owner's area has direct access to the terrace on the sea. The foredeck has a Jacuzzi, and the sun deck has more dining options and sunbathing space. *Better Place*, which has a diesel-electric propulsion system, is the first sailing yacht developed to meet the environmental requirements of RINA Green Star Design.

LOA: 165ft. 7in. (50.50) **BEAM:** 10.25m (33ft. 8in.) **DRAFT:** 15ft. 1in., keel up 21ft. 4in. keel down (4.6m up/ 6.5m down) **ENGINE:** Siemens diesel-electric
SPEED (MAX.) WITH ENGINE: 14 knots

COUACH 5000 LA PELLEGRINA

With exterior design by Couach's in-house team and an interior by Jean-Pierre Fantini, the newly unveiled Couach flagship will no doubt attract attention. Built in infused glass Kevlar reinforced with carbon, this flybridge yacht can reach speeds up to 30 knots but also has a nice long range at cruising speed. This tri-deck displaces 290 tons yet retains stability in heavy seas and is equipped with twin 5,300hp MTU diesels for a maximum speed of 28 knots and a 25-knot cruising speed. The yacht has transatlantic range. Fantini's contemporary and airy interior includes a show-stopping mural and touches of elegance that spread across the spacious interior and all six cabins, including the owner's suite.

LOA: 162ft. 5in. (49.5m) **BEAM:** 30ft. 6in. (9.3m) **DRAFT:** 8ft. 6in. (2.6m) **ENGINE:** 2 x MTU 20V 4000 M93 **SPEED (MAX.):** 28 knots

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LADY PETRA



VICEM 46M



HEESEN LADY PETRA

The newly launched 154-foot (47-meter) *Lady Petra* is the eighth to be delivered in Heesen's award-winning 47m class. It was built for Frans Heesen, the founder of Heesen Yachts who previously had a 144-foot Heesen called *My Petra*. Bannenberg & Rowell did the interior design. The challenge of working with a shipyard owner turned yacht owner was a welcome challenge, according to Dickie Bannenberg, who said he had a very enjoyable time working with the family. Inspiration came from various places such as 20th-century industrial Dutch design, optical geometric studies and configurations inspired by industrial shapes such as formers and frames. Frank Laupman of Omega Architects, who has worked with Heesen for 20 years, is particularly proud of this yacht. Aboard *Lady Petra*, the owner's suite is on the upper deck away from the other accommodations, so that the younger part of the family can have their media and games room forward on the main deck.

LOA: 153ft. 3in. (46.70m) **BEAM:** 28ft. 11in. (8.83m) **DRAFT:** 9ft. 4in. (2.85m) **ENGINES:** 2 x MTU 8V 4000 M70 **SPEED (MAX.):** 15.5 knots

VICEM 46M

The biggest Vicem ever to premiere in Monaco represents a brand-new addition to the Turkish builder's offering. A departure from the traditional cold-molded Vicems, the new flagship is built using sturdy and lightweight cored fiberglass construction. This large tri-deck has Dutch credentials with naval architecture by Frank Mulder and a warm, modern interior by Art-Line Interior Design. Her signature open-atrium design provides 45 feet of unbroken natural lighting, from the very top of the sun deck all the way down to the lower deck. RINA/MCA Long Range classifications add to this megayacht's serious assets.

LOA: 151ft. 2in. (46.08m) **BEAM:** 30ft. 4in. (9.24m) **DRAFT:** 7f.t 2in. (2.20m) **ENGINES:** 2 x 3650hp MTU 16V 4000 M90 **SPEED (MAX.):** 25 knots

SANLORENZO 46 STEEL

The newest Sanlorenzo 46 Steel is part of the shipyard's flagship custom series, built in steel. This spacious yacht offers a series of terraces overlooking the water plus a folding transom, providing ample space for outdoor entertaining. State-of-the-art construction techniques, coupled with specifically selected anti-vibration materials placed throughout the yacht interior dampen and cut off all vibration and noise. The interior layout—cabin arrangements and endless choices of materials, fixtures, fittings, and finishes—can be fully customized to the owner's desires. The A plus on this boat is the flybridge where owners and their guests can enjoy sweeping panoramic views.

LOA: 150ft. 11in. (46m) **BEAM:** 30ft. 4in. (9.3m) **DRAFT:** 8ft. 6in. (2.6m) **ENGINES:** 2 x Caterpillar 3512B DITA-SCAC **SPEED (MAX.):** 17 knots

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ASLEC 4


OKKO


RAINBOW



ROSSINAVI ASLEC 4

Last year at the Monaco Yacht Show, builder Rossinavi wowed the crowds with its custom-built 230-foot (70-meter) *Numptia*. This year, the builder shows the 148-foot (45-meter) *Aslec 4*. A luxury yacht under 500 GRT with exterior design by Studio Spadolini (which was also responsible for *Numptia*), she features straight lines and a plumb bow for better performance and more efficient energy consumption. Rémi Tessier's contemporary interior features light sycamore paneling, bleached wengé flooring and custom furniture from its in-house collection. The yacht accommodates 12 guests.

LOA: 148ft. 10in. (45.37m) **BEAM:** 30ft. 2in. (9.2m) **DRAFT:** 8ft. 6in. (2.6m) **ENGINES:** 2 x 1,282hp **SPEED (MAX.):** 16 knots

MONDOMARINE OKKO

With naval architecture by Mondomarine, and exterior and interior design by Giorgio Vafiadis, this aluminum semi-displacement yacht shares the same technical platform as six previously built 134-foot (41-meter) tri-decks built by the yard, but has a different superstructure and design. The interior-design concept is both contemporary and classic, with a feeling of spaciousness throughout. With three decks, the main deck is largely an owner's deck, albeit with salon and dining area aft. Guest accommodations for eight in four cabins are on the lower deck and include two VIP suites and two doubles. *Okko* has a range of 3,000 nm at her cruising speed of 14 knots.

LOA: 133ft. 10in. (40.80m) **BEAM:** 26ft. 7in. (8.10) **DRAFT:** 7ft. 5in. (2.3m) **ENGINES:** 2 x MTU 12V 2000 M91 **SPEED (MAX.):** 16 knots

HOLLAND JACHTBOUW J-CLASS RAINBOW

HJB has launched the J-class yacht *Rainbow*, which is based upon the lines of the 1934 America's Cup winner drawn by William Starling Burgess in the early 1930s. This spectacular 40-meter "J" features a high-end superyacht interior and a unique hybrid propulsion and power system inside a racing-boat hull, topped off by a grand prix racing deck and rig. *Rainbow* can be operated entirely on her Hystore lithium-ion batteries, allowing a dramatic reduction of the ecological footprint and a 30-percent reduction in the fuel requirement for the hotel load. The project's naval architects were Dykstra Naval Architects.

LOA: 131ft. 3in. (40m) **BEAM:** 20ft. 11in. (6.37m) **DRAFT:** 15ft. 9in. (4.80m)

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25º 46’ 13” N
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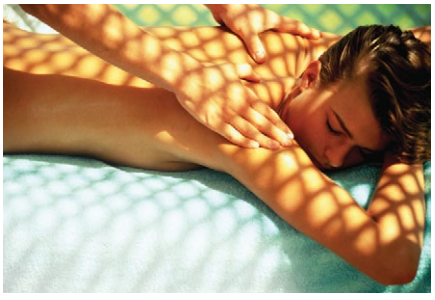
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AZIMUT GRANDE 100



ALMAGORES II





QUINTESSENTIAL

SOUTHERN WIND SHIPYARD ALMAGORES II

Newly launched in 2012 at the Southern Wind Shipyard in Cape Town, South Africa, *Almagores II* was commissioned by an Italian owner who is a passionate sailor. Exhibiting a clean and uncluttered exterior and interior by Nauta Design and naval architecture by Farr Yacht Design, *Almagores II* represents the first of the SW102 DS series. With a composite hull, this modern sloop offers accommodations for eight guests in four cabins, which include an owner's suite, a VIP and two twin cabins. She is equipped to carry five crew.

LOA: 103ft. 1in. (31.42m); **BEAM:** 22ft. 7in. (6.9m); **DRAFT:** 13ft. 9in. (4.20m); **SAIL AREA:** 5,134.38 sq. ft. (477 sq. m)

AZIMUT GRANDE 100

The newly launched Azimut Grande 100 makes its Monaco debut. It features sexy and sleek exterior styling by Stefano Righini and a custom interior by Carlo Galeazzi, featuring either a four- or five-cabin layout (the four-cabin layout yields the owner a spectacular two-story suite). Big-yacht features also include versatile spaces that can be configured as a fitness area, media room, private salon or studio. The flybridge features a dining table with seating for 10, a bar and a Jacuzzi. The cockpit also has a sofa plus a dining table with seating for 10 and has access to the retractable swim platform, which can fit tenders up to almost 15 feet.

LOA: 101ft. 8in. (31.04m); **BEAM:** 22ft. 8in. (6.98m); **DRAFT:** 5ft. (1.45m); **ENGINES:** 2 x MTU 16V 2000 M84; **SPEED (MAX.):** 26 knots

YACHTING DEVELOPMENTS QUINTESSENTIAL

New Zealand-based Yachting Developments has been rushing to complete *Quintessential* in time for the Monaco Yacht Show. She is one of the world's largest composite sailing catamarans. The construction is high-strength lightweight Epoxy EGlass carbon fiber incorporating foam-core sandwich technology. The carbon-fiber mast is by Southern Spars and custom sails are by Doyle Sailmakers, also from New Zealand. Exterior styling is by Warwick Yacht Design, management is by MCM, and the interior design is by Redman Whiteley Dixon.

LOA: 100ft. (30.48m) **BEAM:** 48ft. (14.64m) **DRAFT:** 6ft. 10in. (2.10m) **ENGINES:** 2 x 460hp C7 Caterpillar @ 2,800 rpm **SPEED (MAX., UNDER POWER):** 14 knots **SPEED (MAX., UNDER SAIL):** 14 knots in 12 knots of true wind

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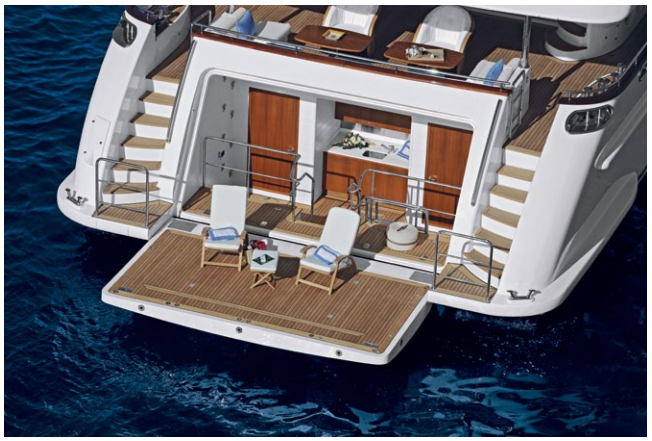
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YACHTS INTERNATIONAL





Stefano Righini styled the Crystal 140 as a classic Benetti, incorporating modern touches, great deck spaces and large windows

Benetti Crystal 140

Whisper Quiet

The Crystal 140 is one of the newest models in superyacht-builder Benetti's semi-custom offering. Exterior styling by Stefano Righini and a functional interior by François Zuretti give her an alluring and subtle personality, suitable for personalization.

YACHTBUILDERS, GENERALLY SPEAKING, ARE CAREFUL WHEN implementing stylistic innovation in semi-custom series. Semi-custom yachts, by definition, need to appeal to many potential owners who will be able to identify with their boat. Although there is no precise formula, one way to achieve this result is to opt for restrained styling and a design that focuses on balance and functionality.

As a prolific builder of both custom and semi-custom yachts, Benetti is well aware of the particular requirements of a diverse clientele, and its Crystal 140 is a good example of a yacht that achieves that balance. In fewer than 140 feet, Benetti, Righini and Zuretti have created an oceangoing vessel with the comfort, space and atmosphere usually found on bigger yachts. And it is not just a matter of square feet and volume; the Crystal 140 achieves a high level of refinement.

The Crystal 140 is one of the most recent additions to the Benetti Class family of semi-custom models that includes the Vision 145, currently the Benetti Class flagship; the Delfino 93; Tradition 105; Classic 121 and the new Classic Supreme 132. These

STORY BY **Maria Roberta Morso** PICTURES **Benetti**





ABOVE: The main salon exemplifies the owner's idea of an iconic Caribbean. Plenty of natural light brightens up the rich veneers and upholstery

models are available with a choice of modern or classic design schemes, allowing owners to add their personal touch. But the Crystal 140 goes a step further with a higher level of personalization available, if the client requires it. Such was the case with the owner of the first Crystal 140, which was delivered last year. Zuretti, who designed the yacht's interior together with Ahmed Chabebe & Asociados (the yacht owner's personal architect), visited the yacht's owner at home to get the right feel for his vision. Mahogany, tasteful upholstery and teak helped create a refined interior, inspired by an iconic and romantic Caribbean.

As soon as you walk aboard, you understand why the shipyard named this series "Crystal". The main deck and skylounge benefit from large windows and great views. According to Mauro Caslini, president of IBI (Azimut Benetti's longtime Caribbean dealer), these windows are perhaps the most important feature of this new Benetti. "One of the issues the clients frequently bring to my attention is the feeling of claustrophobia," he says. "Today's technology allows boats to have much larger windows, which is a big step forward." Caslini, who has a long-standing relationship with Benetti, was closely involved in the build of the first Crystal 140 for her owner, who is both an experienced yacht owner and a repeat Benetti client.

The yacht's traditional and functional layout comfortably accommodates a party of 10, pampered by a crew of seven. Four spacious guest cabins are on the lower deck and an opulent owner's suite is located forward of the main deck. Its large windows open onto the foredeck, which serves as the owner's private terrace.


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BELOW: The formal dining room and skylounge both feature great views **LEFT:** The private owner's suite is located forward on the main deck; Benetti allows owners to make this space their very own

The upper deck features plenty of space both inside and out. A cozy outdoor salon separates two comfortable outdoor areas, perfect for private lounging and entertaining. A panoramic cabin occupying a coveted position on the upper deck is the lucky captain's cabin, adjacent to the wheelhouse.

The Crystal 140 looks both slender and muscular with elongated windows that lend personality to the large white superstructure. Righini added a little something of tradition to the yacht's contemporary profile by using a faux smokestack to conceal a stairway leading to the sun deck, which is entirely dedicated to recreation.

All tenders and toys are stowed three decks below, in the yacht's spacious garage. Side doors make it convenient to launch and retrieve all the water toys and the yacht's transom door opens outward to form an attractive beach club.

Apart from its stylistic qualities, the Crystal 140 features cutting-edge technology and top-of-the-line equipment. Another outstanding aspect of this yacht is how quiet she is underway. Benetti spent quite a bit of time refining sound-abatement techniques, using rubber mounds and couplings to effectively suppress vibrations from all machinery, including rotating shafts. Layers of viscoelastic material further insulate the bow thruster box and engine room. The guest areas all feature extra layers of insulation and an efficient and



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ABOVE: The communications arch provides shade for a comfortable nook on the spacious sun deck, which blends neatly in to the yacht's profile

whisper-quiet air-conditioning system. The owner and captain were particularly pleased with the results.

A full-displacement motoryacht with a bulbous bow, the Crystal 140 is built in composite (foam core sandwich and single-skin fiberglass construction). Twin CAT C32 Acert engines of 1,340 hp each provide a leisurely cruising speed of 14 knots, and a top speed of 15 knots. Zero-speed Naiad stabilizers provide stability at anchor and underway.

The next Crystal 140, we're told, will feature a very different interior. Indeed, Benetti offers its clients quite a bit of flexibility in this semi-custom segment. ■

For more information, visit **benettiyachts.it**

BENETTI'S EXCLUSIVE SEA TECHNOLOGY

A few years ago Benetti introduced a technological platform that integrates all navigation, entertainment and electrical systems into one system, which Benetti called BEST. Available on board the Crystal 140, BEST allows all subsystems that the owner or captain wishes to include to communicate seamlessly with each other. This functionality carries over to the attractive integrated bridge system, where a touchscreen interface facilitates access to all navigation, telecommunications, safety and data transmission systems.

BENETTI CRYSTAL 140

LOA: 137ft. 7in. (41.93m)
BEAM: 29ft. 8in. (9.05m)
DRAFT (FULL LOAD): 7ft. 6in. (2.28m)
HULL/SUPERSTRUCTURE: FRP
ENGINES: 2 x CAT C32 Acert 1,450 hp (1,081kW) at 2,300 rpm
SPEED (MAX.): 15 knots

SPEED (CRUISING): 14 knots
RANGE @ 11 KNOTS: 4,000nm
GENERATORS: 2 x Kohler 125kW
BOWTHRUSTER: 75kW
STABILIZERS: Naiad zero speed
EXTERIOR DESIGN: Righini Design
INTERIOR DESIGN: Zuretti Interior Designers

NAVAL ARCHITECTURE: Azimut Benetti Group

FOR DECK PLANS AND ADDITIONAL INFORMATION SEE OUR DIGITAL EDITION

*Original dimensions are provided in the metric system

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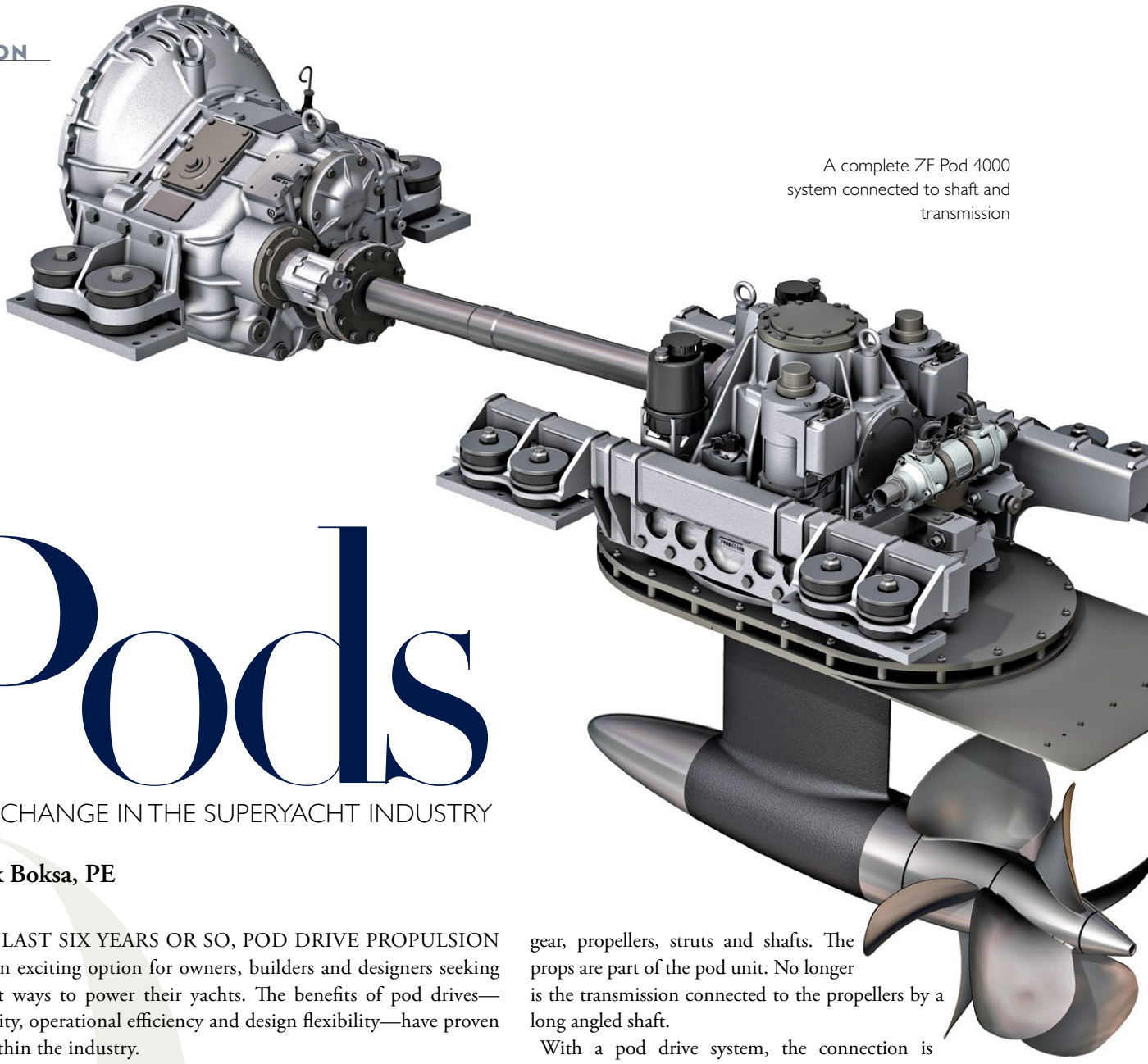
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Pods

DRIVING CHANGE IN THE SUPERYACHT INDUSTRY

STORY **Nick Boksa, PE**

OVER THE LAST SIX YEARS OR SO, POD DRIVE PROPULSION has become an exciting option for owners, builders and designers seeking more efficient ways to power their yachts. The benefits of pod drives—maneuverability, operational efficiency and design flexibility—have proven irresistible within the industry.

They have quickly replaced traditional shaft-drive systems as a standard option on many small and midsize production boats. They are also being added to increasing numbers of designs from builders of larger sportfishing boats and semi-custom cruising yachts in the 50- to 90-plus-foot range.

From our perspective as naval architects and engineers, it's only a matter of time before pod drive systems will be commonly found on luxury motoryachts and superyachts between 100 and 300 feet.

PODS DEFINED

While most owners and operators of yachts are familiar with pod drive propulsion systems, their growing application is still relatively new within the industry. Briefly, pods are underwater drive systems located on the bottom of a vessel's hull. The units rotate to provide propulsion in nearly all directions, giving full control to the operator. Pod drives are linked to the engines either through a direct mechanical link or in a diesel-electric arrangement. In the diesel-electric arrangement, the engines turn generators that provide electricity to motors linked to the pod drives.

Pod propulsion systems eliminate the need for conventional rudders, steering gear, propellers, struts and shafts. The props are part of the pod unit. No longer is the transmission connected to the propellers by a long angled shaft.

With a pod drive system, the connection is electric wiring. In vessels equipped with diesel-electric engines, this allows the owner, designer or builder to decide where to locate the engines. This flexibility allows freeing up extra cabin space and provides options for buoyancy and weight distribution.

Thrust from pods is horizontal, meaning that 100 percent of the thrust goes to driving the boat forward. This creates significant operational efficiency over traditional systems that tend to waste thrust vertically due to the angle of the inclined shaft. Some pod manufacturers report a 15 to 20 percent increase in efficiency.

The ability to control the direction of the pod's thrust also provides operators with full control over the direction of the vessel's movement. Operators can spin the vessel on its axis and move side to side at any angle. This is quite beneficial for maneuverability.

Owners and crew may also enjoy dynamic positioning, which allows holding the position of the boat steady while

waiting for bridges to open or maintaining position while loading and unloading tenders.

A few owners understand the potential drawbacks of pod technology, including initial higher purchase costs and maintenance costs. Pods are complicated systems and there are currently fewer resources—both in terms of personnel and boatyards—that specialize in pod maintenance.

While pod propulsion systems offer many more pros than cons, the decision to utilize them is based on owners' preferences, the vessel's intended use and overall design. Your designer or builder can help you make the right decision as to which system is correct for you.

PODS' HIGHER POWER

The long list of benefits is changing the game with luxury motoryachts in all sizes. Pod drive propulsion systems already power big boats, as they have large commercial vessels, including cruise ships, ferries and tugboats for some time. Commercial vessels benefit from the control, precision of movement and fuel efficiency that pod systems provide.

All of the benefits that smaller recreational boats and larger commercial vessels realize with pods systems can also improve the operation and overall efficiency of larger yachts. In reality, the concept is the same. Large yachts and superyachts, like cruise ships, are displacement vessels that can be powered more efficiently by pods. Hydrodynamically, they are more efficient—generally upward of 15 percent—which translates to decreased fuel consumption and emissions, as well as potential weight savings. Fuel savings can reach as much as 30 percent, depending on design and usage.

The only real difference is in the kind of engines and pods larger yachts require. Vessels smaller than 100 feet are generally powered by Volvo Penta IPS and the ZF Zeus pod propulsion (the most popular design applications are found on boats in the 30- to 50-foot range, although they can power crafts from 30 to 100 feet).

To drive larger yachts, pod drive systems need to accept more powerful input from larger engines. Potential systems for luxury yachts (which have already been used in a few cases) include the Rolls-Royce Mermaid Pod Propulsion System, the ABB Azipod Propulsion System and others.

These commercial class systems are the solutions architects need to design superyachts with pod technology.

OWNERS DRIVE THE DEMAND

The main driver of change within the last few years is the market itself. Owners who have enjoyed the benefits of pod drives on smaller vessels are pushing naval architects and builders to find ways to apply pod technology to other boats, specifically larger sportfishing boats, semi-custom production yachts and fully customized luxury yachts.

Owners recognize and appreciate the list of benefits that pod driven systems deliver. Those benefits are also evident to the designers who work closely with owners to ensure that their boats reflect their operating requirements.

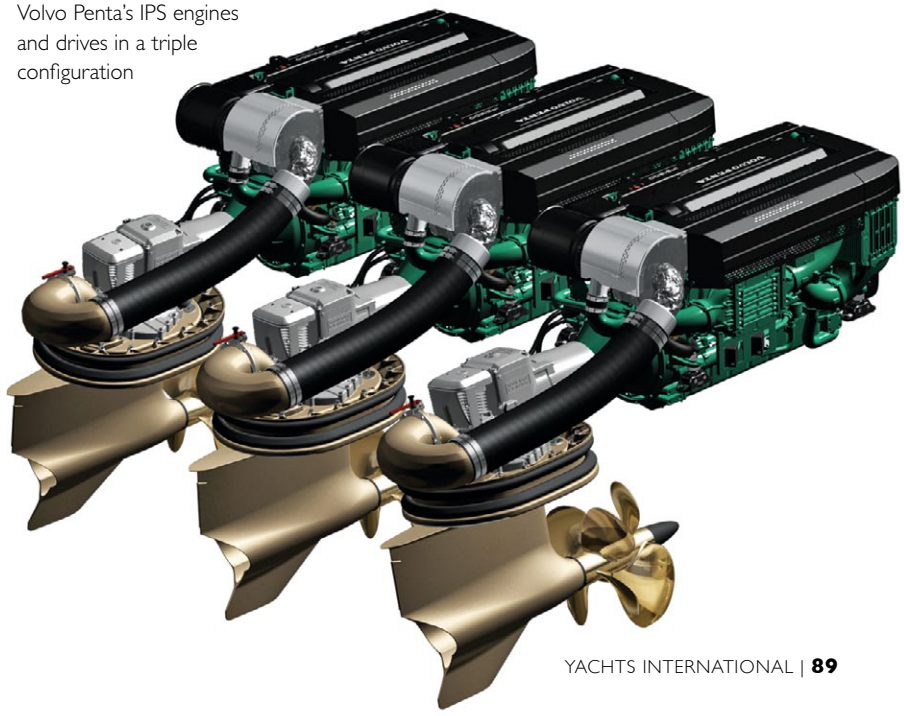
Both the owner and the designer will tell you that the key benefit to pod drives is their impact on the boat's maneuverability. For large, crewed yachts it's less of an issue but for owner-operated boats, the difference is unmatchable. Builders, quite adept at producing boats that potential customers want to purchase, have already included pod drive systems in their product lines. Pods may also prove to be a way for production-yacht builders to expand their market, as novice boaters may find boats with pod drive systems less challenging and more rewarding to drive.

Pods' other benefits (fuel efficiency, increased livable space, faster cruising speeds and reduced noise, vibration and emissions) are tremendous selling points. Essentially, an owner can get "more boat for the money," which satisfies both the desire of the owner and the builder. And yes, even owners of superyachts are sensitive to fuel economy, especially when presented with a substantial fuel invoice.

From the architect or designer's perspective, the use of pod drives better optimizes the ability to deliver a boat designed and engineered specifically to the owner's wishes. Designing for custom-yacht builders or production-yacht builders, the architects can also provide a variety of arrangement options that best capture the demands of the individual owner or the market as a whole.

BUILDERS HAVE RESPONDED

In North Carolina, many of the old-school sportfishing boatbuilders that initially shied away from pods due to the perceived negative impact on fishing, have started incorporating pods into their designs. Their customers want the ease of use and performance of the pods and are willing to overlook some of the downsides of pod systems.



Volvo Penta's IPS engines and drives in a triple configuration

When Boksa Marine Design designed the Calyber 35-foot Express for Calyber Boatworks in 2007, it was one of the earliest applications of the Volvo Penta's IPS 500 for a sportfishing yacht. The boat offered very good efficiency and increased speed as compared to conventional systems. It also had sports-car maneuverability, which was highly useful in the hunt for fast-moving sportfish.

Spencer Yachts is another example of the change within the industry. Its 70-foot Penta Gone showed just how valuable the new drive systems are and how the pods can be incorporated into boat designs. Pod drive systems are now standard on many other top-of-the-line sportfishing models from builders including Freedom Boat Works, Jarrett Bay Boatworks and Viking Yachts.

PODS ARE THE FUTURE

As owners, designers and builders continue to incorporate evolving pod drive systems into other vessel types, it's only a matter of time before these systems become common on large custom-designed yachts.

Naval architecture firms, like Boksa Marine Design, that have the experience designing and engineering both commercial vessels as well as luxury yachts will be in good position to adapt commercial class pod system technology to custom yacht design.

When owners create a wish list for their yacht, a good number of those requirements are determined by the vessel's propulsion system. Speed, efficiency, fuel economy, maneuverability and greener technology directly influence design decisions.

Pods seem poised to be the solution. Owners benefit from getting the yacht they desire. Builders benefit from selling boats that appeal to a deeper market of buyers. Naval architects and yacht designers benefit from making both the owner and the builder happy. ■



ABOUT THE AUTHOR

Nick Boksa, P.E., president of Boksa Marine., has more than 15 years of experience managing the architectural design and engineering of a wide array of pleasure yachts, production boats and commercial vessels. Boksa has worked with Burger Boat Company, Davis Yachts and OSG America. He founded Boksa Marine Design in 2003. The firm offers design and engineering services from concept through production engineering.

For more information, visit **boksamarinedesign.com**



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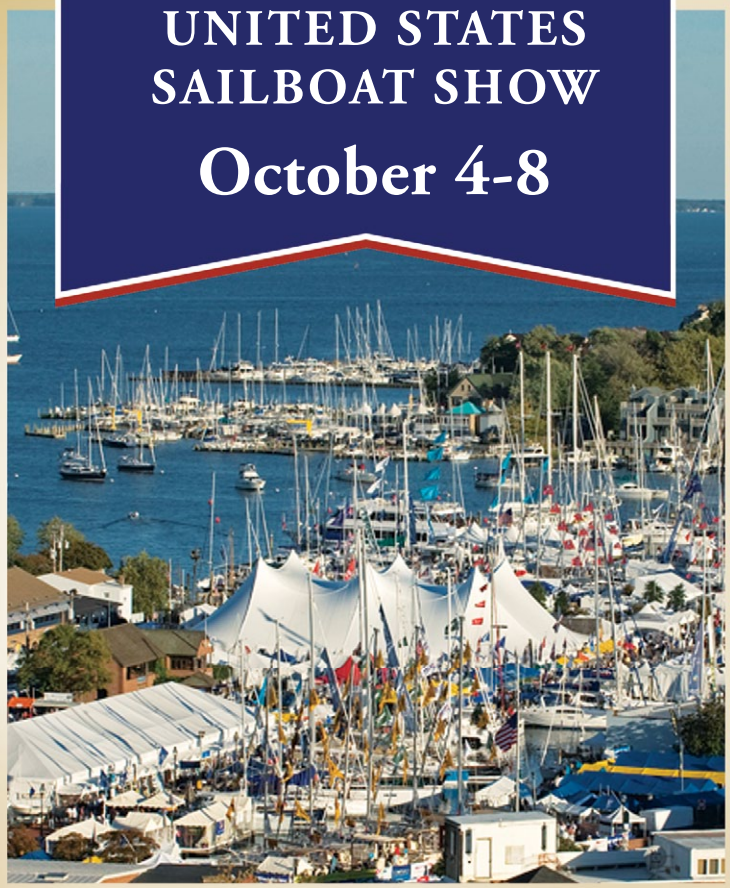
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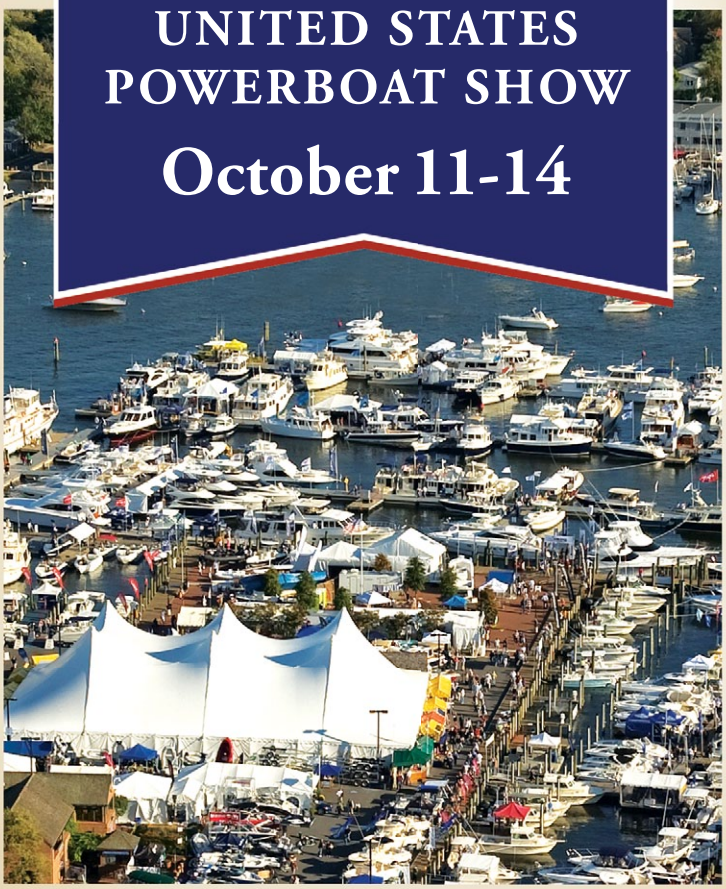
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LEFT AND OPPOSITE: Images from the UIM Class 1 World Powerboat Championship in Dubai, December 2010

BELOW: Class 1 Offshore. Dubai Grand Prix, 2011



RAFFAELLO BASTIANI ©

Racing

WHAT DOES THE FUTURE HOLD

Speed, money, politics, powerful people and engines—from its beginning at the turn of the century, powerboat racing has careened on a rollercoaster ride of international prominence. Today, the sport continues under the direction of the Union Internationale Motonautique. From its seat in Monaco, the governing body intends to play a significant role in racing's future.

STORY **Marilyn DeMartini** **PHOTOS** **Courtesy of UIM**

A COLORFUL PAST

Historically, a cast of characters infatuated with speed and competition has piloted the sport of powerboat racing. It was an Englishman and newspaper magnate, Sir Alfred Harmsworth, who in 1902 created the first powerboat-racing trophy to pit nation against nation. The trophy was hotly disputed between France and the UK for years. But the United States soon became a hotbed of power racing and remained so for decades. Racing boomed in the Roaring '20s after boatbuilder and inventor "Gar" Wood (who enjoyed endurance runs from New York to Miami and even made a name for himself by racing a train) went to England to compete for the Harmsworth Trophy and won.

Influential characters on this side of the Atlantic included Charles F. Chapman, the editor of Hearst's *MotorBoating* magazine and author of the first *Chapman Piloting & Seamanship*; boatbuilder Chris Smith (of Chris-Craft fame); Mercury engine-builder Carl Kiekhaefer and Edsel Ford (son of Henry) who, the rumors said, used the vast resources of the Ford Motor Company to build boats and engines for his racing pleasure.



In 1904, the United States introduced another traveling trophy, the Gold Cup. The initial race was run on New York's Hudson River but the event eventually moved to Detroit where it still is run today. It was a popular contest, attracting thousands of spectators. A *Time* magazine article described the scene in 1929: "Many a race between shadowy contraband–carrying rumrunners and swift, searchlight playing patrol boats has been run on the narrow Detroit River. Last week, 400,000 persons lined the river's edge to watch millionaires race millionaires."

There were early attempts to organize powerboat racing and encourage the many rascals and rogues involved to conform to rules established by the likes of the American Powerboat Association (APBA), which was established in 1903, and later the Union Internationale Motonautique (or UIM), established in 1922. Having an organization regrouping fans of the sports had other advantages. During World War II, the US Transportation Corps sent a memo to the APBA calling for "boat wise" men to sign up for non-combat jobs for at least 12 months to "make a significant contribution" to the war effort. A number of racers who took the highly paid civilian positions were assigned to the South Pacific, becoming the first military contractors. After World War II, both European and American racers wanted a true "world champion," and competitors traveled across the pond in search of dominance. But powerful men seem to have problems playing well together and after years of fluctuation, the APBA somewhat reluctantly joined together with the then Belgium-based UIM, which eventually became the sport's international governing body.

Among the interesting characters that have presided over the UIM is Charlie Strang. A young American and former Army Air Corp engine specialist and MIT researcher and teacher, he appeared on the racing scene after a stint at the National Advisory Committee for Aeronautics (which became the NASA space program). He then became an engine builder with the "Iron Fist," Carl Kiekhaefer of Mercury and then the Outboard Marine Corporation. His expertise in engine building made Strang an integral part of boat racing's governing bodies, including the UIM. Strang, fond of stories, recounts a tale dating back to the



LEFT: 2012 Isiklar World Offshore 225 Championship in Turkey

days when the Soviet Union wielded its influence at the UIM. Officials (presumed to be KGB agents) accompanied the Russian racers, carrying cases of vodka. Strang decided to introduce them to American bourbon. It took many water-size glasses full of bourbon before the Russian representatives gave their verdict: "Mr. Charlie," they said, "your whiskey is worse than your atom bomb!"

A KINDER, GENTLER SPORT

Losing ground in Europe and even in the United States after decades of prominence, the sport of motorboat racing and its bad-boy image were in need of a makeover.

When Raffaele Chiulli, the current president of the UIM, took the helm in 2007, he made it one of his goals to bring credibility to the sport. It was his opinion that the motorsports' gas-guzzling image was out of tune with the times, and he encouraged motorcycle, automotive and aircraft racing to work together to make their sports more energy aware and efficient. He earned the support of the International Olympic Committee (IOC) and added a program to train young racers in safe boating and racing to ensure the sport's future. At its annual red carpet event in Monaco earlier this year, the UIM not only celebrated 55 world champions (from 20 countries) but also announced its Youth Development Program and gave out several environmental awards. There was another significant award, given to Saeed Hareb, the president of the UAE Marine Sports Federation. A new chapter in the history of the sport of motorboating is being written with the emergence of the Middle East, where the noted Victory team of Dubai, the Abu Dhabi International Marine Sports Club (ADIMSC) and the Qatar Marine Sports Federation (QMSF) have hotly competed for leadership. "The Middle East is putting money into the sport after US engine builders and boatbuilders pulled the plug," Strang said. The whole region is staging prestigious races and investing in infrastructure. Outside of the UAE, Qatar's team benefits from Sheikh Hassan bin Jabor Al-Thani's interest in the sport. The Miami-educated businessman is pushing hard for his Spirit of Qatar team to overtake the leading Victory team in Class 1 racing.

While it still is the playground of wealthy business moguls, the sport is evolving. What does the future hold? Will racing become ecological? Will people care who wins? We invite you to share your thoughts with us at **yachtsmagazine.com/racing.** ■

For more information, visit **uimpowerboating.com.**

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UIM ENVIRONMENTAL AWARDEES

WINNER:

Azimut-Benetti Group won with the Magellano 50. The jury noted the boat's low-emission engines and electronic fuel-consumption management, high-performance hull and propellers, and anti-UV film used to reduce heat exchange through glass surfaces.

SPECIAL MENTION ECONOMIC FEASIBILITY

Mercury Racing, a Brunswick Corporation and longtime leader and innovator in power racing, won for its low-emission 60 EFI and OptiMax 200XS engines. The engines are used internationally for entry-level UIM F-4S outboard racing series as well as the UIM F1H2O Nations Cup series.

SPECIAL MENTION ENVIRONMENTAL BENEFIT

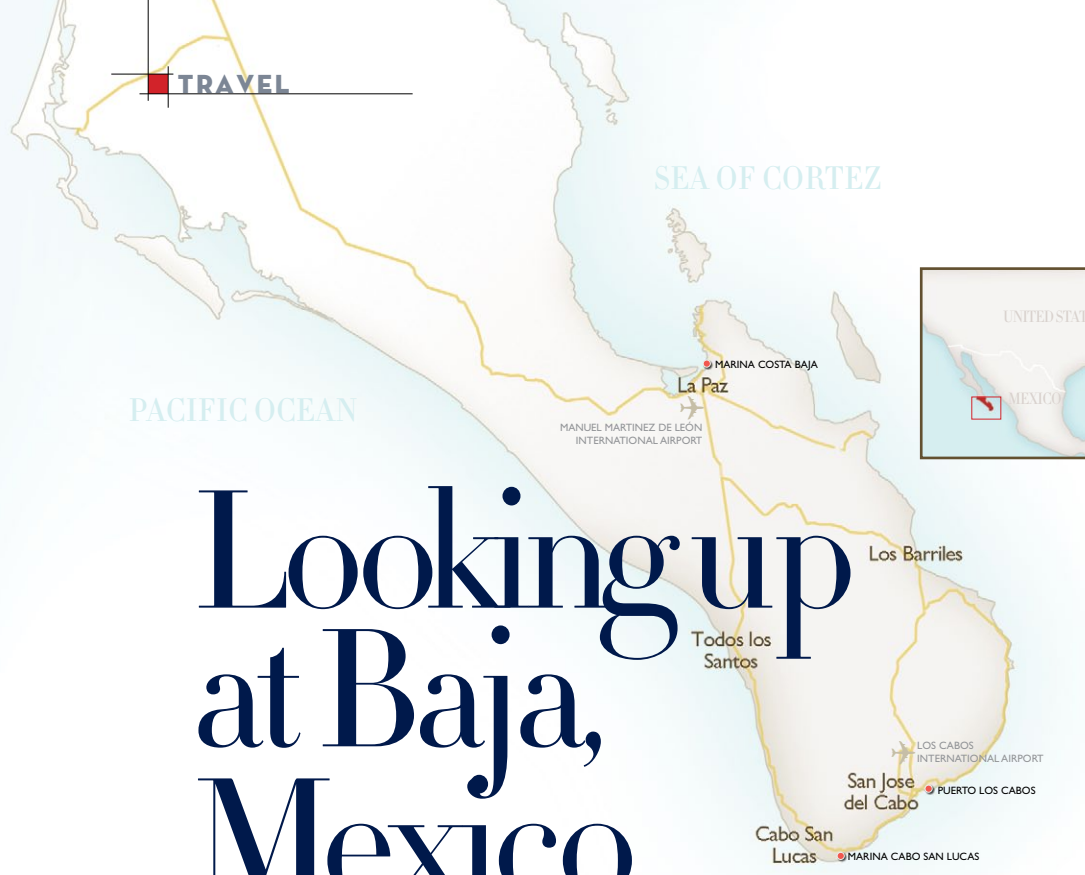
PlanetSolar won with its solar-powered catamaran. Designed by Craig Loomes of New Zealand, the craft, using solar power only, completed an educational circumnavigation; Over two years, the crew and craft made stops in various ports to share PlanetSolar's vision of the future of power.

SPECIAL MENTION INNOVATION

Frauscher Shipyard, a small but influential Austrian builder, was awarded for its electric-powered boats. The family business started in 1927 and since 1955 has built electric boats. Frauscher created the first serial hybrid propulsion system and boats using hydrogen fuel cells and lithium-ion phosphate batteries as auxiliary power.

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Looking up at Baja, Mexico

Beautiful but remote, the Mexican peninsula of Baja was often overlooked as a cruising destination, attracting mostly adventurous travelers and sportfishermen. But a recent trip has shown us that the region has become increasingly well suited to cruising yachts and luxury travelers, without losing any of its natural charm or its wilder side.

PACIFIC COAST SPORTFISHERMEN AND ADVENTUROUS cruising yachtsmen have long been aware of the Baja California peninsula's nautical riches. This 1,000-mile-long finger of parched, khaki-colored land stretches south from the California border and the Sea of Cortez, a rich body of water separating it from mainland Mexico. Its remote location, lack of services and a disinterested government kept Baja off the list of favored cruising destinations for years, but much is changing. The G-20 economic summit held in Los Cabos, on the southern tip of Baja in June 2012, sparked a furious spurt of construction and landscaping. A prohibitive yacht tax has virtually been eliminated, making it easy for visiting yachts to enter the country; and a number of full-service marinas and repair facilities—some associated with high-end resorts—have sprouted up to service major yachts. Fortunately, the violence associated with drug trafficking that has affected other parts of Mexico has spared Baja.

STORY AND PHOTOS **Shaw McCutcheon**



About a 10-minute drive from La Paz is CostaBaja, a five-star resort with a superb Gary Player-designed golf course and a 250-slip full-service marina capable of handling major megayachts. The resort is a great starting point for cruising yachtsmen to explore the middle and upper reaches of the Baja Penninsula


LAS COLINAS





ABOVE: Part of the 380-slip marina at Cabo San Lucas basks in the late afternoon sun. World-class game fishing dominates the waters offshore here at the southern tip of the Baja Peninsula **RIGHT:** A lively promenade full of restaurants and shops surrounds the harbor at Cabo San Lucas

The availability of good marinas and service facilities is crucial to any cruising grounds, and we came away impressed with several new and improved marinas along the southern Baja coast. Each has its own personality, ranging from an urban-style public facility in the center of Cabo San Lucas at the extreme southern tip of Baja to the placid, insular marina at Puerto Los Cabos, a gated residential golf community. Somewhere in between these two types is the resort-style marina at CostaBaja, farther up the eastern coast.

With a population of nearly 70,000, Cabo San Lucas is the peninsula's largest city. The town developed around a natural basin that now houses a 380-slip marina, currently Baja's largest marina. A wide promenade, lined with outdoor restaurants, tony shops and even a small shopping center, surrounds the marina, which welcomes yachts up to 375 feet. Its fuel dock is equipped with a high-speed pump delivering quality-controlled fuel, and its desalinization plant supplies the entire facility with up to 40,000 gallons of potable water a day. A fleet of more than 100 charter vessels is available for fishing. Until IGY Marinas, a global marina management company, took over the management fours years ago, the marina had a reputation for being very expensive. "We never were (the most expensive)," says Darren Carey, a British import who now runs the marina. "But there was a cachet to be in Cabo San Lucas," and the prices reflected that. Carey says that under IGY management, the slip rates have dropped dramatically. "IGY is all about client service, providing a great experience and a great location, at the right price."

About 22 miles up the eastern coast from Cabo San Lucas is Puerto Los Cabos. The sprawling development features dozens of high-end hillside homes, a superlative golf course, half designed by Greg Norman and half by Jack Nicklaus (more holes are on the way), and a 194-slip marina. Enrique Fernandez, the young, engaging marina manager gave us a tour. Sportfishing yachts, many owned by Americans, filled several finger docks. A half-dozen or so trained dolphins played in pens. At the opposite end of the marina, a 150-ton Travelift (the largest in southern Baja) dominated the repair yard. Expansion plans call for an increase to 400 slips, the addition of a commercial district and a marina hotel, a bigger fuel dock and an increase in shorepower capacity for yachts up to 200 feet long. As we sat in the small outdoor restaurant overlooking the marina, Fernandez described how a chance encounter with a high-ranking Mexican official, years ago, helped change the yachting scene in Baja virtually overnight. Until 1988, visiting yachtsmen had to post a bond equal to 150 percent of their vessel value, and



An open restaurant overlooking the placid environment of Puerto Los Cabos east of Cabo San Lucas. The marina is part of a development of high-end homes and dramatic golf courses. The private gated community is a favorite of paparazzi-avoiding celebrities

marina managers were responsible for seeing that the yachts paid that bond. Fernandez, who was then running the marina at Cabo San Lucas, welcomed a group of friends seeking a day sail. He noticed one of men seemed to know the tax law particularly well and decided to invite him to go sailing. He soon discovered the man was a minister of the treasury and Fernandez, while sailing, told the official the existing law was killing yachting in Mexico and lobbied for change. Today, yachts are considered "temporary imports" for up to 10 years and only have to pay a small feel for a permit.

The third marina on our tour, CostaBaja, is a classic high-end resort located in a protected hook of land a few minutes' drive from La Paz, 100 miles up the coast from Puerto Los Cabos. The 250-slip marina is a full-service facility for yachts up to 200 feet. Many of the slips even have their own pump-out stations. A five-star hotel overlooks the slips, and shops, restaurants and apartments are located all around. The hotel spa is first-rate, and golfers will love the just-opened 18-hole course designed by Gary Player. It was recently rated Mexico's seventh best by a national golf magazine. The paspalum turf is immaculately maintained and blemish-free. But don't hit a ball wide or it will likely land next to a cactus.

Mexico has a love affair with cacti. Baja appears to be littered with millions of these thorny, untouchable bushes, yet they are protected. When developers want to move some earth—as did CostaBaja when it built the golf course—the law requires them to transplant all the cacti that are in their path. The ultimate tribute to the cactus may be the six-hectare sculpted garden close to the marina at Puerto Los Cabos. It contains hundreds of varieties of the plant, all lovingly tended to by Josef Schrott, a transplant from Austria who calls himself the king of the yellow golden barrel cactus, one of the most common varieties.

Around Cabo San Lucas and the extreme southern tip of the peninsula, fishing is the primary activity. Game fishing is superlative where the Pacific meets the Sea of Cortez, and some of the world's biggest tournaments are held here. As one heads north, past Puerto



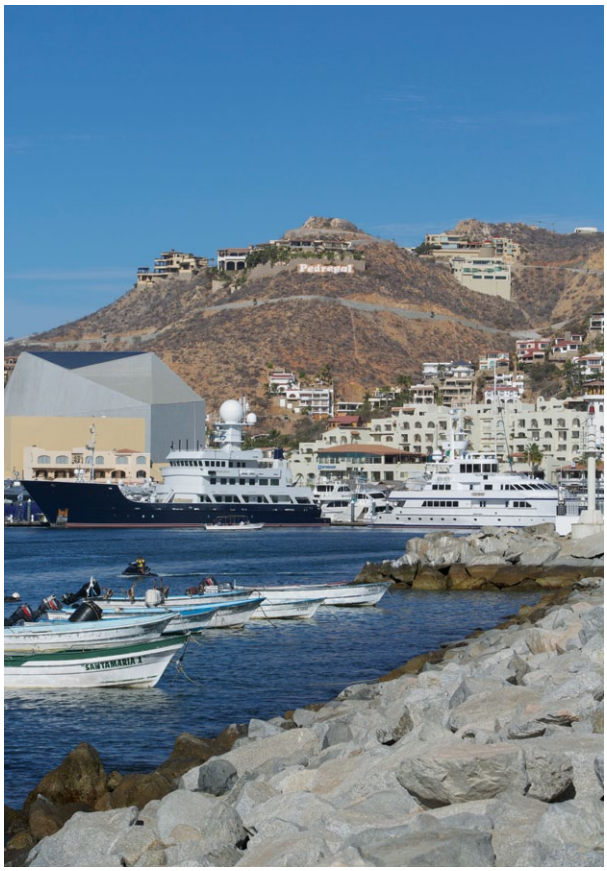
ABOVE: Sea lions are a big tourist attraction around a rock outcropping just north of Isla Espiritu Santo, favored by cruising yachtsmen for its many protected bay and daily sightings of whales, dolphins, manta rays and other major fish attracted by abundant food in the warm waters

Los Cabos and up to La Paz, it's a different story. A great variety of bays and islands make cruising more interesting. The area also features a plethora of marine life.

Wanting to sample the cruising opportunities off La Paz, we hooked up with Scott Carnahan, a pony-tailed American from Chicago and a dive instructor turned charter-boat captain. "The good thing about the Sea of Cortez is that on any given day you can see anything. You can see orcas here, sea lions, humpback whales…" We cruised north out of the CostaBaja marina and headed toward Isla Espiritu Santo, a barren, mountainous island with nearly a dozen pristine, vacant bays with long sandy beaches—perfect anchorages for chartering. A hundred yards away, a dozen or so dolphins played on the surface of the calm sea. A half-hour later, manta rays leaped into the air, flapping their fins like wings before crashing back down. We finally came to a rock outcropping, which was noisy with barking sea lions sunning themselves on the rock and swimming around snorkeling tourists. Finally, punctuating the four-hour cruise, a humpback whale and her calf appeared just off our boat's bow. It was, Carnahan said later, a slow day for marine life in the Sea of Cortez.

Afterward we sat down with Dan Anderson, who runs *Centinela IV*, a 137-foot Feadship based in CostaBaja, to get his captain's perspective on the Sea of Cortez. Anderson is a real fan. Maintaining the yacht is easy, he says, because the local machinists and craftsmen can produce most parts better, cheaper and deliver them faster than it would be to order them from the United States. Locally machined parts he's used in his engines have lasted thousands of hours. If he needs to get dry-docked, there's a marina in Ensenada to the north with an enormous Syncrolift. But it's Baja's history and extraordinary marine life that excites him the most. "There are hardly any foreigners here," he said, his voice rising enthusiastically. "You go out to the islands and you can have anchorages to yourself, you don't hear any other music, no other Jet Skis, boats…there's good diving, snorkeling, hiking, kayaking.

"When I do trips in the wintertime we go up [the coast] and then we go in and see the missions and then we move to another bay. I have somebody pick us up and we go into caves and see cave paintings—9,000-year-old cave paintings. How cool is that? Then you get back to the tender and you're driving back to the boat and







LEFT: *Pangea* is seen in the background of the marina at Cabo San Lucas; the town has a nice relaxed feel **BELOW:** The Jack Nicklaus-designed golf course at Puerto Los Cabos features a 100-foot drop from tee to green best seen from the par-three hole







ABOVE RIGHT: The town beach of La Paz at sunset **ABOVE:** Josef Schrott, a transplanted Austrian responsible for a six-acre tribute to the cactus plant in Puerto Los Cabos. Behind him, a garden of golden barrel cacti

you see a bunch of whales on the way. This is like, 'Cool! You can't do that anywhere!'"

Warming to his narrative, he described an incident several years ago when he was cruising up the coast in a 19-foot yacht tender. In a bay, a huge pod of dolphin was chasing a swirling school of fish. As he drew closer, he saw a pod of killer whales approach. The whales organized themselves, two guarding the bay's entrance while the others surrounded the dolphins in ever-tightening circles, until the circle got so small it just exploded and the killer whales started feeding on the dolphins. "We saw dolphins jumping out of the water and the killer whales taking them in the air!" For the next half hour the sea was a maelstrom of blood and foam until the whales, fully satiated, started to leave. Suddenly, a whale nosed up almost to the tender transom. The 40-foot animal leaped out of the water and over the stern of the boat, completely soaking Anderson and a passenger. The whale moved back to the stern and surged again over the vessel. He realized then that it was playing like a dolphin would play with a boat, having some fun after a good meal. "It was really wild."

There are few places in the world where one can see such sights on a relatively regular basis. Now that Baja has acquired enough modern marinas, classy resorts with golf, spas, tennis and fine food to satisfy the most sophisticated travelers, one wonders when yachtsmen will wake up to the fact that the Sea of Cortez is becoming the best cruising ground on the Pacific Coast. It may be a long way from anywhere, but the trip is worth it. ■

Readers' Resources

For more information on the resorts and marinas, please see:

MARINA CABO SAN LUCAS:
igy-cabosanlucas.com

PUERTO LOS CABOS: **puertoloscabos.com**

MARINA COSTABAJA: **costabaja.com**

AIRPORTS:

Los Cabos International Airport (**sjdloscabosairport.com**) and La Paz have general aviation terminals. AMR COMBS/ SACSA runs the FBO at Los Cabos.

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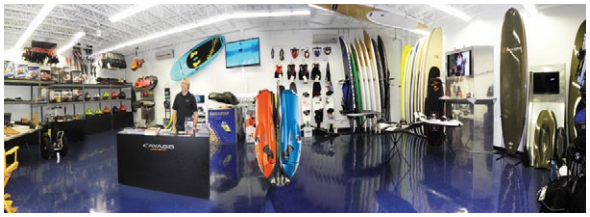
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National Marine Suppliers recently acquired a 21,000 square foot facility that has been largely allocated to the Superyacht Toy Shop and Custom Rope Works. These are the two newest divisions of the company. Within the toy shop you will find some of the industry's most sought after water sports equipment such as: SEABOB, jet skis, wave runners, paddle boards, Jet Surfs, kite boards, dive gear, Jet-Lev, towables, Wave-Jet, wake boards, tenders, rescue boats, fishing gear and a myriad of accessories. National Marine works hand-in-hand with some of the industry's most sought after tender manufacturers. NMS can consult, design, and monitor your tender projects from start to finish. National Marine's Superyacht Toyshop will also help with those last minute temporary needs including tender, wave runner and Seabob rentals in Florida, the Caribbean and beyond, whether it is for a few days, weeks, or even months they have you covered.

The in-house cordage division of NMS, Custom Rope Works, is also located in this new area. Being at the forefront of the superyacht cordage industry, CRW has developed and mastered the finest splicing techniques. They complete each line with the care of an artisan and continually look for new and innovative ways to improve on the art of Marlinspike. CRW is capable of making custom lines & tow harnesses for any size yacht. They also have several standard dock lines in stock ready for pick up or immediate shipping worldwide. If you are in Fort Lauderdale simply stop by and they will be glad to give you a tour of these new areas of the company!

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LUKOUSAURUS	87′	Broward CMY
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JEANNE GIRL	76′	Horizon MY
VICTORY	75′	Hatteras CMY
BLONDIES DORY	74′	Hatteras CMY
ELOQUENCE	70′	Hatteras MY
NINA MARIE	70′	Hatteras SF
BRAVO ZULU	65′	Marquis MY



RELENTLESS, 145′ 2002 Trinity Tri-Deck MY - ABS class, 5 S/Rs, Mahogany interior, 16V-2000's, recent W6 service 11/11. Ft. Laud. CA



ATLANTICA, 135′ 2000/2008 Christensen Tri-Deck MY 5 S/Rs, on-deck master, ABS, 16V2000's, recent W-6. Ft. Lauderdale. CA



PHAEDRA, 122′ 1997/08 Delta TDMY - 4 S/R, maple interior, 16V-2000's. Flawless condition! Ft. Lauderdale, FL



SIGRUN, 120′ 2002 Broward MY - 5/SR's , on-deck master, Cat 3412's, 13,000 gal of fuel. New paint 10/11. In South FL. CA



TAHITI, 108′ 1998 Westport MY - 4 S/R layout, custom interior, aft crew, MTU 8V396's. Boca Raton. CA



WON BUY LAND, 100′ 1999 Broward MY- 4 S/Rs, aft crew, highly custom, new interior & paint '07. 3412 Cats, 3000 hrs. New England. CA



CAPRICE, 123′ 1994/98 Oceanco MY - Custom Don Starkey design, 4 S/R layout, custom interior, flybridge jacuzzi. Ft. Laud. CA



THINK BIG, 98′ 1989 Burger CMY - Major refit in 2010 w/new interior joinery, soft goods. 12V92TA majored, Ft. Laud. CA

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MAGIC, 130' 2005 Northern Marine Tri-Deck MY
Mahogany int., 5 SRs. 28' beam, MTU 12V2000s. Ft. Laud. CA



BELIEVE 130' 2005 Westport TDMY - Many upgrades in '10, new paint. 5 S/R's, on-deck master, new interior. MTU 12V-4000's. Ft Laud. CA



SYMPHONY, 112' 2001 Westport MY - Highly customized w/many upgrades, 4 S/Rs, 16V2000's w/recent W6. Ft. Laud. CA



TRIPLE ATTRACTION, 100' 2005 Hatteras MY
5 S/R's, custom cherry int, walk-arounds, 16V2000s. Ft. Laud. CA



GRAZIANNA, 91' 1999/07 Palmer Johnson CMY - Custom mahogany, full walk-arounds, 22' beam, MTU 12V-2000's. FL. CA



GAME TIME, 80' 2006 Hatteras MY - Enclosed flybridge, new paint 2010, Cat C32's w/600 original hrs. Ft. Laud. CA



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EQUINOX II, 78' 1999 Cheoy Lee MY - 5 S/R, refit '12 w/new paint, new A/C on FB, Cat 3412's, system upgrades. Ft. Laud. CA

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ATLANTICA 135' 2000/2008 Christensen Tri-Deck MY

Atlantica represents one of the finest Christensen TDMY's on the market and was built to full ABS, A1, AMS & MCA class. Her custom elegant interior with mahogany joinery & marble surfaces designed by Donald Starkey. Featuring a 5 stateroom layout to include on-deck master w/4 guests staterooms below. Powered by DDC/MTU 16V-2000's with a W6 service recently completed. She cruises comfortably at 16 kts, 19 kt max speed and her 15,000 gallon fuel capacity provides for transatlantic range in stabilized comfort. Available for sale and charter. Price reduced to $10.9M! Ft. Lauderdale, FL. Central Agent.

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BELIEVE 130' 2005 Westport TDMY

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PHAEDRA 122' 1997/08 Delta TDMY

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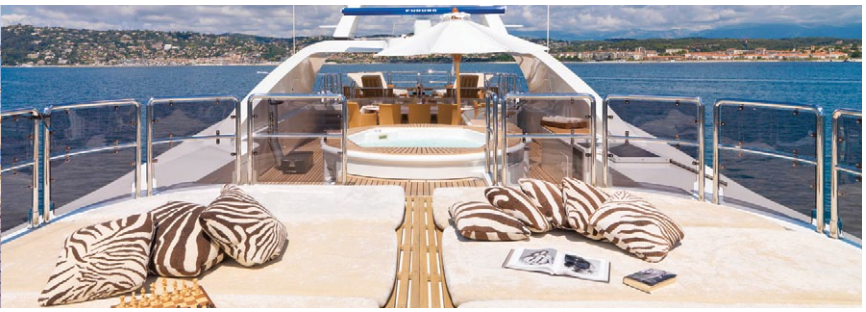
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75' **Symbol** 2008
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▶ **LADY VICTORIA** | 88' Rayburn M/Y | **From:** $30,000/wk
Guests: 6/8 | **Crew:** 4 | **Winter:** Bahamas | **Summer:** New England
Popular, elegant yacht, feels like a 100' M/Y, kayaks, on deck Jacuzzi, great crew.

▶ **MORE MAGIC** | 67' Discovery Yachts 2010 S/Y | **From:** $18,000/wk
Guests: 6 | **Crew:** 2 | **Winter:** Caribbean | **Summer:** New England
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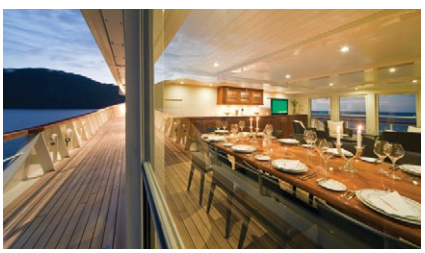


SEAWOLF

58m (193') | J&K Smit | 1957/2009 | POA

Seawolf is the perfect choice for the adventurous buyer seeking the ultimate go-anywhere explorer yacht. She boasts a gorgeous interior and is in immaculate condition. She offers zero speed stabilization, 12,000 n.m. range, sea kindliness and a private Owner's deck. Seriously offered and an opportunity not to be missed! Presently cruising Fiji.

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Main shot by Dana Jinkins. Interior images by Kristina Strobel

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47m (156') | Delta Marine | 2008 | 27,500,000 USD

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1990 123' Royal Huisman
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1990 121' Broward
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Major Interior Refit 2010 | CAT C-30's CA
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1987 94' Broward
Bimini Top | Fly Bridge | 3 SR's + Crew
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1997 88' Broward
3 SR's + Crew | 3412 CAT's
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2001 87' Queenship Convertible
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CAT 3412's | Mint Condition
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This Cat C-30 / 1550 hp powered yacht has extended warranties and reminds me of a smaller version of Malcolm Forbes HIGHLANDER which was also designed for dual purpose entertaining. It delivers a five star charter experience for twelve guests in five deluxe staterooms and yet can switch gears comfortably for casual family cruising and can even handle 50 people for a special event or fund raiser. If celebrating life and entertaining are important to you then you really need to see this boat. Located Ft. Lauderdale.



Hargrave 90' Sky Lounge Motoryacht IN NEW CONDITION!
ONLY 250 HOURS! 100% WARRANTY FOR SIX MONTHS

Our owners tell us this is their favorite layout with four owner and guest staterooms below and the popular country kitchen forward. This immaculate 2009 yacht looks like it just rolled out of the factory with only 250 hours on the CAT C-30 engines. This is an impressive yacht when you are looking up at it from the dock and feels even bigger when you are aboard with six separate areas for entertaining or just relaxing. This is a really luxurious yacht inside and out that was designed with the owner operator in mind. Located Ft. Lauderdale.



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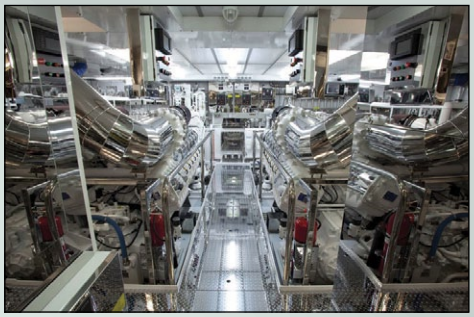
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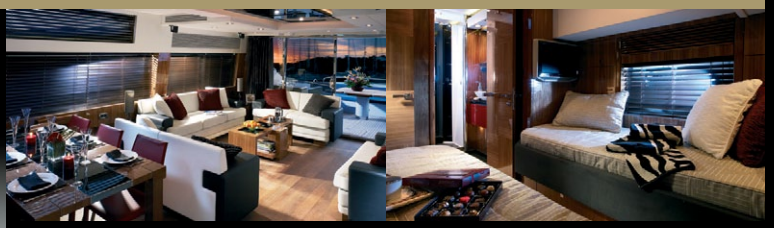
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MANHATTAN 53 – NEW MODEL

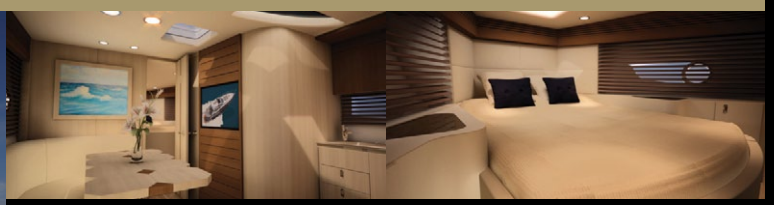




Versatility in all departments is what best characterises the Manhattan 53. Spacious entertaining and socialising areas to suit all moods, powerful twin diesels for thrilling drives or extended cruising, accommodation options for crew or owner driver, as well as the customary Sunseeker range of exquisite furnishing and finish options. This craft offers luxury motoryacht qualities and performance normally associated with larger vessels.

PORTOFINO 40 – NEW MODEL





Marking the return to this entry level length, the new Portofino 40 is the result of a long hard study of a highly competitive market sector, and the end product is an absolute class leading all-rounder. In plan she's a two cabin, four+one berth, family or friends boat with central saloon, galley and twin access head and shower room. Beyond the exquisite owner stateroom forward, the real surprise is the headroom and huge hullside windows in the amidships cabin with its twin beds and third, child's berth. But at heart, like every Sunseeker, the Portofino 40 is a true sports cruiser, with a top speed of up to 34 knots.

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2010 80 YACHT - US$ 4,695,000




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2004 75 YACHT – US$ 2,300,000




Twin MAN 1,300hp diesel engines, 4 en suite cabins, cherry gloss wood, cream soft furnishings. New exterior teak throughout, antifoul and fully polished 2011!

2009 PREDATOR 74 – US$ 2,925,000




Huge specification, custom exterior paint and interior furnishings, 2 x MAN 1,550hp engines, sport fly bridge, tender garage, stunning on the water!

1995 MANHATTAN 62 – US$ 599,992



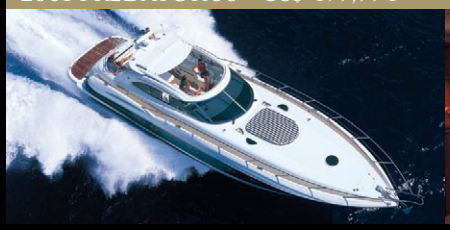

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2007 MANHATTAN 60 – US$ 1,795,000




Twin MAN 900 diesel engines, impeccable condition throughout, 3 ensuite cabins and a crew cabin, cherry satin wood interior, low hours and high specification.

2001 PREDATOR 56 – US$ 499,994




Twin MAN 800hp diesel engines, navy blue hull with cherry gloss wood interior, mid ship master cabin, opening hard top, hydraulic platform, many extras, excellent condition.

1999 PREDATOR 54 – US$ 399,000




Twin 800 MAN diesel engines, low hours, Navy blue Hull, Cherry Gloss wood, 3 cabins, tender garage. Beautiful condition, stunning lines!

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HORIZON EP69 - Long Range capabilities with a stunning interior. Located in North Palm Beach. Fantastic interior volume and absolutely turn-key. A Tremendous value.



HORIZON PC58 - Hull #4 is available for early 2013 delivery and will be on display at the Ft. Lauderdale Int'l Boat Show.

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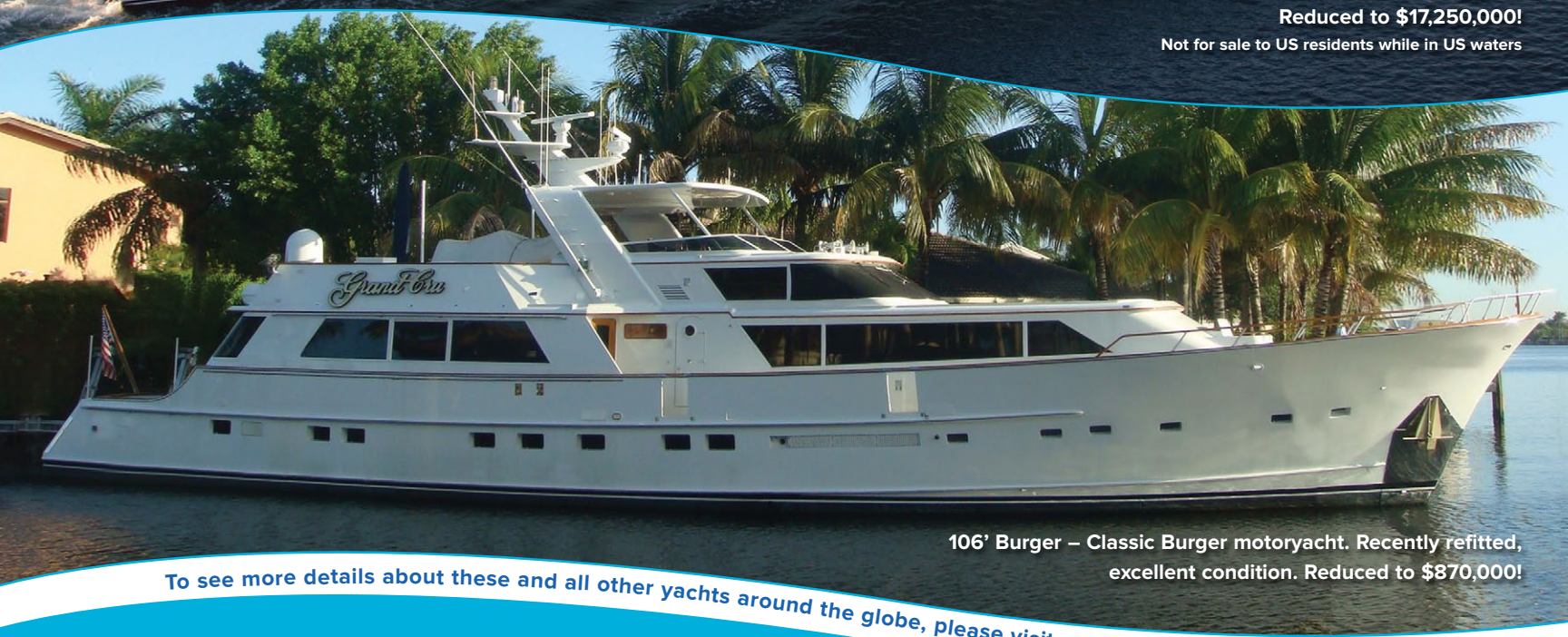
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107' (33m) Burger RPH M/Y 1998

Large volume yacht with tremendous fuel capacity (10,000 gal). Proven design as coastal cruiser or offshore passage-maker. Complete refit includes replacement of all electronics, décor, and machinery updates. Full exterior paint job—2012. 4 double staterooms, separate crew quarters for 6. Central Agent.



100' (30m) Burger RPH M/Y 1996

Great opportunity. Twin Caterpillar diesels. Unique butternut woodwork. Three double staterooms amidship. Powder room on deck. Country kitchen styled galley. Separate crew quarters forward. Fresh exterior Awlgrip paint. Two Burger owner ready to sell. Don't miss the boat!



93' (28m) Burger RPH M/Y 1975

Long range Hargrave design. Twin CAT diesels. Beautiful condition. Stellar ownership history. Three double ensuite staterooms. Tub in master head. Generous crew quarters. Walk-in engine room. Full paint job just completed at Derecktors. Ft. Lauderdale. Central Agent.



91' (28m) Burger RPH M/Y 1994

Yachtsman's yacht. Aft engine, super quiet yacht with long range, solid performance and great profile. Three staterooms plus separate crew. Stunning woodwork. Country kitchen. Fully updated electronics, appliances and soft goods. Major price reduction. Located New England. Central Agent.



90' (27m) Broward RPH M/Y 1990

Fully custom aluminum yacht built for high profile, long time yachtsman. Original cockpit. Large open aft deck. All teak interior. Country kitchen. Great layout with 4 staterooms plus crew cabin. Low hours on all machinery. Fresh Awlgrip paint. Central Agent.



82' (24m) Burger RPH M/Y 1996

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80' (24m) Burger Cockpit M/Y 1974

Classic Sparkman & Stephens design in yacht condition. On deck galley and large aft deck salon. Three double staterooms plus crew. Stand-up engine room; twin 12V71N's for economical and long range cruising. Lovely woodwork throughout. Central Agent.



80' (24m) Flybridge Cruiser M/Y 1971

Major refit in 1987 by Rybovich Spencer in Palm Beach included new engines, cockpit, and flybridge additions. Has been maintained to high standards and now realistically offered. Tremendous sea boat with great amenities. Central Agents. Located Jacksonville, FL. Central Agent.



64' (20m) Burger FB Cruiser 1975

Venerable S&S design. Low hour DD 871Ti's. Bow thruster. Teak interior. Open aft deck with built-in dining and wet bar. Three double staterooms. Nicely suited for owner operation. Low hours and beautifully maintained. Located South Florida. Central Agent. ***Price reduced!***

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125' URSA MOTOR YACHT 2008
Contact Jim Wilkey



62' LITTLE HARBOR 1982
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55' OCEAN ALEXANDER 2002
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72' CUSTOM ROBERT PERRY 1985
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70' MCMULLEN & WING 1995
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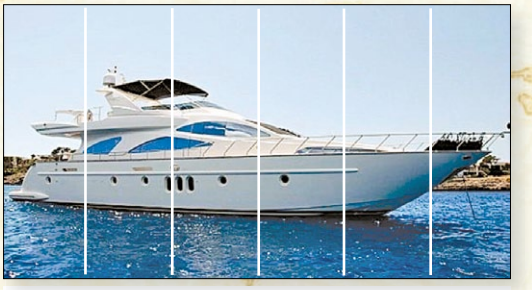
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80' PLAMER JOHNSON CRUISER 1993
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Horizon EP69

The new Horizon EP69 expedition yacht offers the comforts of a luxury motoryacht with the benefits of an extended range and improved fuel economy. With a 20' beam and open layout, the EP69 features a large salon, country kitchen and accommodations for 6 plus crew. Built with twin MAN 560HP engines, custom NAV & AV systems, hydraulic bow/stern thrusters, digital stabilizers and water maker. Currently available for delivery.



Horizon V74

Function meets luxury with the new Horizon V74 – built on a 20'6 beam, the V74 features an open three stateroom layout that incorporates an abundance of natural light. The V74 is the ideal turn-key yacht with a sizable country kitchen, enclosed bridge with day head, full-beam master cabin and separate crew area. Powered by twin CAT C18 1000HP engines and available for delivery.



Horizon E56

As stylish as she is functional, the new E56 unites the latest in green technology with a smart, modern design. The E56's three spacious staterooms, include a full-beam master reminiscent of a much larger yacht. LED lighting and natural light keep her efficient. Featuring twin Volvo IPS engines, hydraulic hi/lo swim platform and much more, this E56 will be on display at FLIBS 2012.



Horizon E88

With a streamlined exterior and luxurious interior, this new Horizon E88 enclosed bridge is pure elegance, offering a spacious four stateroom/ two crew cabin layout on a 21' beam. Dayheads in both the pilothouse and main salon, along with formal dining and a country kitchen ensure you will cruise in comfort. Built with CAT C32 1700HP engines, bow/stern thrusters, zero-speed stabilizers, this E88 will debut at FLIBS 2012.



Horizon EP148

Built to BV Ice Classification, the new Horizon EP148 is designed with a steel hull, bulbous bow and 29' beam for comfortable long-range cruising. Luxury is not lost with the functional layout, which features five staterooms plus crew, a gym and spa, spacious skylounge area and much more. Powered by Twin MTU 12V 4000 M60 1770HP engines, the innovative EP148 is the epitome of style, class and safety out on the open sea.



Horizon EP110

Combining stability and comfort in a long-range explorer with a steel hull and composite superstructure, the new Horizon EP110 is a no-compromise, ocean going yacht. The EP110 features 5 staterooms, including an on-deck master, and a 25'3" beam. The twin MAN Type D 2842 1100HP engines, bulbous bow and efficient hull design give the EP110 a range of over 3,000 miles in comfort and style. Available for delivery in early 2013.

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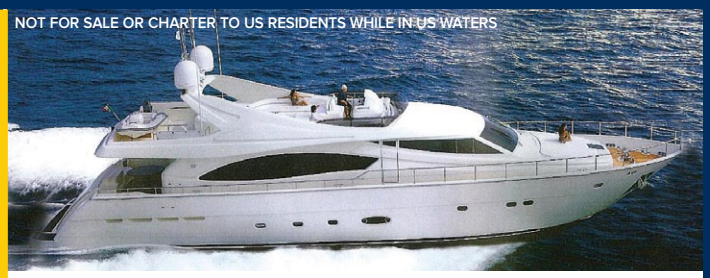
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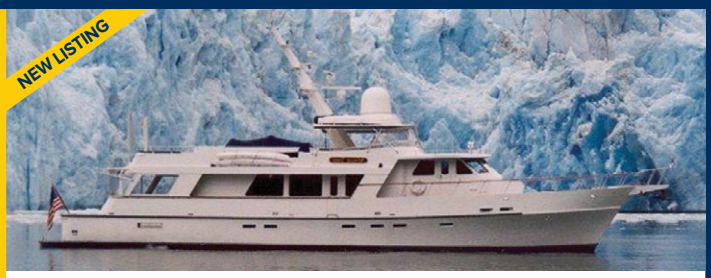
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88' FERRETTI FLYBRIDGE MOTORYACHT 2005

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103' CHRISTENSEN 1988

Large, spacious luxurious cockpit M/Y. Completely upgraded by knowledgeable owner. 3 gorgeous staterooms, owners with his & her heads, crew quarters forward for 5/6. Very large flybridge walk-around decks & comfortable large aft deck with ac & heat. Richly appointed teak interior and décor. Contact Jim McKee, Central Agent.



87' JOHNSON FBMY 2005

Customized 4 stateroom layout loaded with options; C-32 CATS with warranties until 2014, tender garage with 13' RIB tender leaves the flybridge open for high style entertaining. Great Lakes capable with hydraulic hard top. Very attractive price. South Florida location. Call Jeff Stanley, Central Agent.



82' HORIZON SKYLOUNGE MOTORYACHT 2005

Highly customized yacht with cherrywood & maple burl interior, unique open salon layout fitted with fine fabrics & granite. 3 ensuite staterooms + 2 separate crew cabins aft. Extensive electronics, A/V, Satellite & camera systems. The space and equipment list of most 100' boats! Now Asking $2,195,000. Call Joe Majcherek, Central Agent.



78' HARGRAVE SKYLOUNGE MOTORYACHT 2003

5 Stateroom high volume MY. Day heads on main & skylounge, abundant equipment list. 3412 CATs-under 1650 hrs, Twin 33kw gensets, bow & stern thruster, waste treatment. Contact Jeff Stanley, Central Agent.



85' HATTERAS CMY 1987, REFIT 2010

Repower w/MTU Series 60 diesels, under 500 engine hrs. Custom layout w/aft engine room + crew, plus 4 SRs/4 heads, day-head in PH. Walk-around decks, updated paint & hardtop. Contact Joe Majcherek.



74' STEPHENS CUSTOM MOTORYACHT 1982

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72' DONZI SPORTFISHERMAN 1995

Best described as a "battlewagon", the 72 Donzi will get you there in comfort! Long range 3,000 gallon fuel tanks. 3 ensuite cabins plus crew for 2. Huge flybridge. Contact Jeff Stanley, Central Agent.



68' REAL SHIPS EXPEDITION LRC 2004

Bulbous bow, twin engine traveler w/20' center-console in cradle on bow. 3 Stateroom/3 head cherrywood interior. ASEA shorepower conversion. 4700 gal. fuel capacity. Asking $995,000. Joe Majcherek.



70' NEPTUNUS FBMY 2008

Twin CAT C-32's w/1400 hrs. provide speeds to 30 knots. Customized 3 stateroom layout with crew for two aft, all ensuite. Magnificent condition, highly motivated seller. Contact Jeff Stanley, Central Agent.



58' NEPTUNUS FBMY 1993

Total refit does not begin to describe the scope of work undertaken. New from bow to stern. Twin 820 hp MANs. Call for additional photos. Jeff Stanley, Central Agent.



58' SEA RAY SEDAN 2006

Clean, well equipped & the best priced 58' on market. Commonrail 900hp MAN diesels, A/C flybridge, interior with cherry woods, Captain maintained. Asking $595,000. Contact Joe Majcherek, Central Agent.



50' VIKING CONVERTIBLE 1999

3 Stateroom convertible, 30 knot cruise capable. Fully painted, teak custom chairs, Amtico flooring & watermaker. Asking $399,000. Contact Edison Irvine, Central Agent.

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Palmer Johnson | 1992 | New England | USD 3,895,000



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Marlow | 2011 | South Florida | USD 3,950,000



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Horizon CC105

Custom Explorer

In spring 2012, Horizon Yachts USA showed the CC105, a custom yacht that features long-range, independent cruising capabilities and surprising volume for a yacht with a 105-foot LOA and 26-foot beam.

STORY **Ryan Swift** PHOTOS **Scott Pearson**




FURUNO
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HORIZON YACHTS IS ONE OF TAIWAN'S PREMIER BUILDERS, and certainly, its most visible. The company has enjoyed several recent successes. At a stylish open house celebrating its 25th anniversary and introducing its flagship explorer (the EP148 Polaris), the company sold several boats from its raised pilothouse, catamaran and yacht collections (a RP 120, a PC58, and an E54, E62 and E66). Horizon has quite a range with 26 models and eight series. But one of the first successes was a 105-foot long-range exploration yacht featuring the design of Greg C. Marshall, whose creations include the famed explorer yacht Big Fish. The first of his 105's, Calixas, was launched as part of a series in 2006. While it is no longer in production, buyers can order one as part of Horizon's newly designated Custom series. The newest CC105, on display at the 2012 Palm Beach International Boat Show, towered over the surrounding boats, attracting quite a bit of attention.





The main salon is inviting and comfortable with surprising pops of color; the formal dining room (left) is perfect for a dinner party or a business meeting; just off the galley, this bar (below) is the perfect spot for cocktails and hors d'ouevres





ABOVE: The Breakers, a grand summer home that once belonged to the Vanderbilts, hosted the America's Cup gala event during the world series in Newport

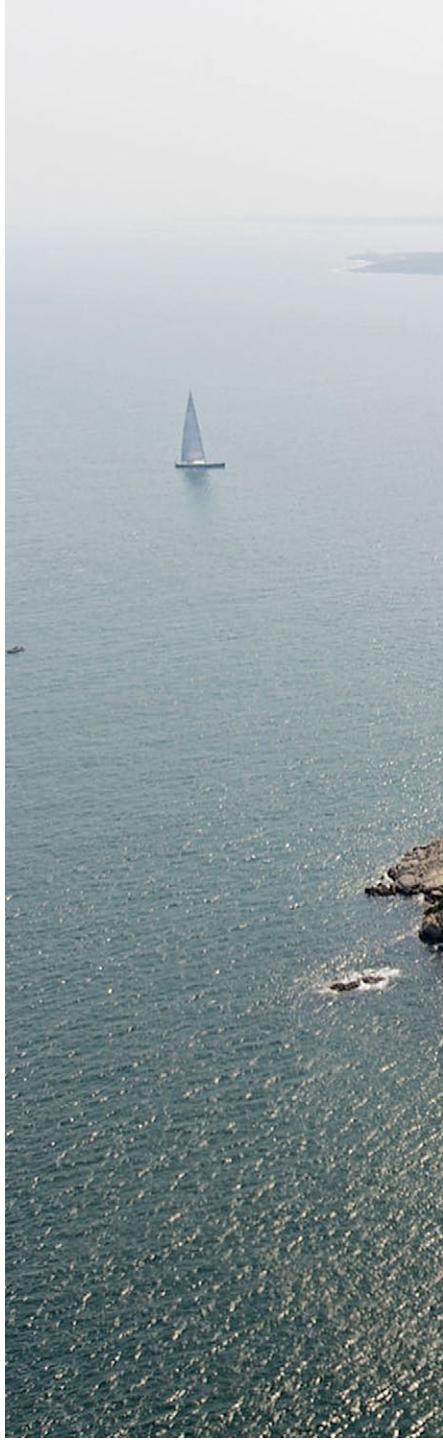
Something New Something Old

America's Cup Newport Comeback

THE AMERICA'S CUP IS ONE OF THE MOST SOUGHT AFTER TROPHIES in all of sports. The yacht *America* won the first race held in 1851 (45 years before the modern Olympics), and the United States held on to the trophy until that fateful day in 1983 when everything changed. The 12-meter *Australia II*, with the winged keel and those wild Aussies from Down Under aboard, wrestled the Cup in a heart-stopping final tacking duel on the water as the international yachting community gathered in Newport watched in shock and disbelief. Newport was no longer the home of the America's Cup.

It's been almost 30 years since an America's Cup race has taken place in Narragansett Bay, but for four days—June 28th to July 1st, 2012—the community rolled out the red carpet and welcomed home its beloved Cup. In this internationally recognized sailing community, Newport will always be home for the

STORY BY Grace Trofa
PICTURES Gilles Martin-Raget/ © ACEA 2012 and Grace Trofa



ABOVE: An aerial of Newport during the second day of racing shows the crowd assembling on the cliffs for prime viewing

RIGHT: The opening ceremony at Fort Adams had the appropriate historical feel and just the right amount of pagentry









ABOVE: The master cabin makes great use of the large circular windows in the hull and the beautifully finished master ensuite bathroom offers plenty of space for a relaxing soak; the fordeck includes both a comfortable lounging area with sunpads and an easy-to-navigate workspace for the crew

The CC105 is a full-displacement yacht featuring high freeboard that is clearly meant for some serious, independent cruising. Horizon builds its yachts to Det Norske Veritas (DNV) standards, and the company has not been shy about investing in the latest technology (at a recent press conference in Taiwan, Horizon Yachts USA's Roger Sowerbutts said recent investments amounted to $9 million).

One thing that buyers will surely appreciate is the CC105's amount of internal volume. This 105-footer feels much larger than it dimensions would suggest, with a layout that mimics a superyacht, albeit with smaller individual rooms. Observed from the outside, the CC105 combines the looks of traditional superyachts with that of expedition yachts. The high freeboard is there, ensuring a good bit of safety in bigger seas, but there is an unusual sleekness to this explorer's exterior lines. The forward rake on the windscreens offers beautiful visibility for the captain, or even an owner/operator. Wing stations complement the Portuguese bridge, and the forward roof features secure walkways from the bridge down to the working bow area, past a sunpad big enough for two. It certainly goes to making the crew's life easier, especially if a crewman is required to do double duty as look out and being at the bow when anchoring somewhere new. The round, split porthole-style windows in the forward area of the main hull are slightly jarring compared to the rest of the lines of the yacht, but the effect on the interior is hard to dismiss. All that light makes the dining area feel like a room on the sea, rather than a dark place to hide.

Going on-board and entering from the aft deck, one steps into a main salon area that is smallish, but comfortable. A C-shaped settee is paired with a low coffee table, creating a relaxed lounging spot close to the aft deck. On the starboard side, one finds a passageway that connects a series of social spaces right up to the main stateroom, which is full beam and has hatchway access to the forward bow area, in accordance with DNV requirements.

The main salon is partitioned, with the settees closed off against a full-service bar station complete with discrete crew access to the main galley area. Here, designers performed a clever trick—the port-side galley can open up to serve the salon bar area forward, or a set of sliding doors aft provides access to a secluded dining area.

The dining room is of particular interest to owners wishing to entertain business clients. In a style that recalls Japanese shoji, the dining area's sliding doors can open up to the passageway to enhance the space, or they can be shut, creating a private chamber suitable for up to eight guests to dine and converse. It is in the dining room that the first set of large, round windows comes into play. With the blinds fully opened and doors apart, the dining room is flooded with light, while brilliant views have been created for those seated at the table. In some beautiful location, with blue seas and tranquil surroundings, it is a magical place to enjoy a fine meal. With blinds closed up during the evenings, the fine fabrics and wood paneling





When each guest cabin comes with every luxury and comfort one could want, does it matter which one you rest your head in?



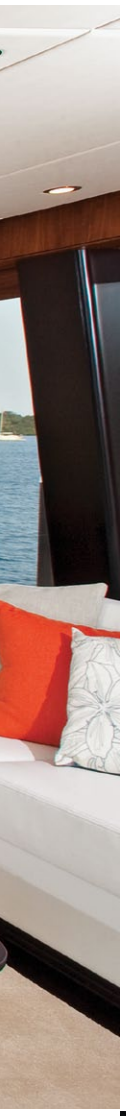
The interior salon aft of the bridge is the perfect spot to retreat after an afternoon enjoying the sun drenched sundeck above

make this an intimate place for a gourmet meal with friends or a place to discuss a proposal.

Heading forward from the dining area, just ahead of midships, is the full-beam master cabin. The bed faces forward and is aligned slightly off-center, allowing for the placement of a sizeable vanity/desk area to starboard with a small seating area to port. The master bathroom is forward of this, and features a small step down to his-and-hers basins on either side, with a sunken bathtub providing secluded luxury at sea. The master cabin also benefits from another set of those large round windows. They can be easily be covered for privacy, or opened up to allow in light and wonderful views. If ever there were a place for a remote office, this would be it.

Throughout the main deck, cream fabrics are matched against dark walnut woods or wengé, with countertops and flourishes in colored marble. Tasteful and interesting, if slightly conservative, the décor says much about this yacht. Eschewing electronically operated sliding glass doors to the aft deck may seem rough and tumble, but also makes sense if one expects to be in a remote location for a while.

Taking the central staircase or the aft deck stairs up to the top deck, guests find a more compressed space, but one that is still very comfortable and kitted with windows that afford excellent views. This is the spot for people hoping to enjoy a bit more outdoors feel while onboard. The interior space's smaller size has yielded a much larger covered aft deck where a small settee and round table offer a respite from inclement weather while still providing magic vistas. Another

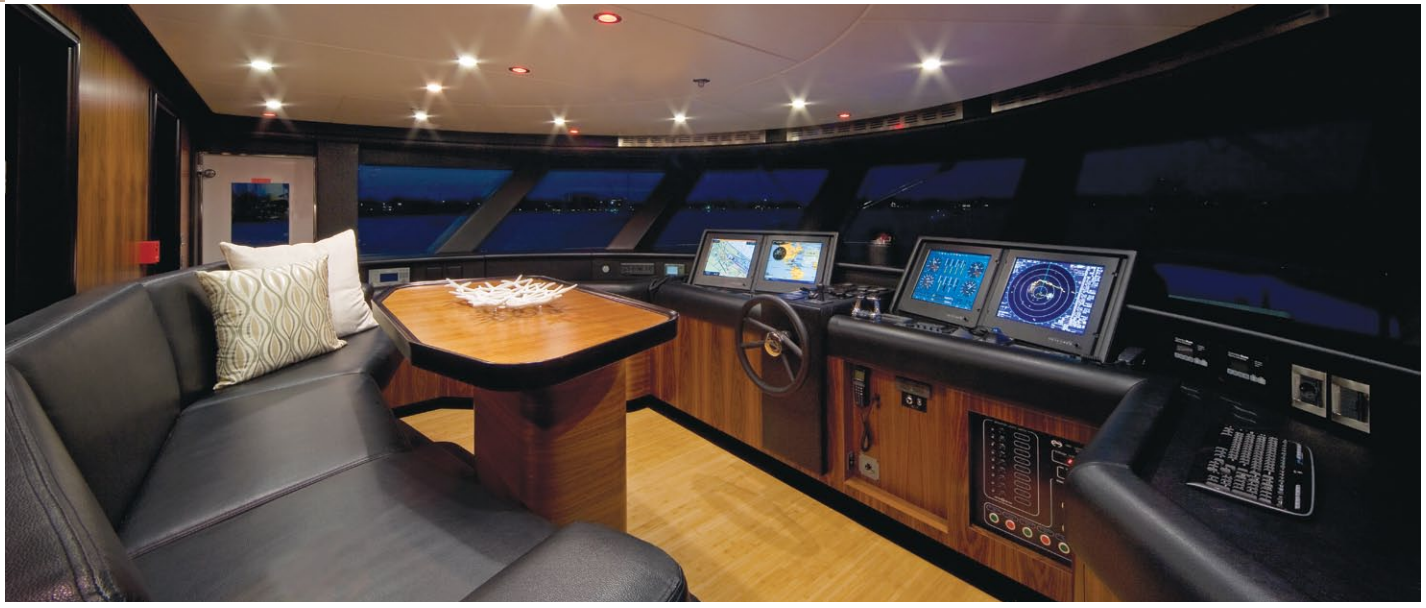








The radar arch provides the perfect shady spot for an alfresco dining table on the sundeck (above) and the glass-topped table allows light to flow through the skylight on the floor (far left); forward of the bridge is a comfortable setee for watching the horizon (left); the high-tech bridge leaves nothing to be desired (below)





The expansive exterior spaces include the Jacuzzi forward on the sun deck (below) and the incredible second helm four stories above the water (right)



wet bar service space can be used to tend to the needs of guests both inside and on the upper aft deck. A skylight feature has also been incorporated, which makes the upper deck interior very bright indeed.

Up top, one finds all the necessities of flybridge living, including Jacuzzi, barbeque and wet bar, seating for six, and a davit for lowering tenders. The Jacuzzi has been thoughtfully positioned forward and surrounded by sunpads. But what really intrigues is the addition of an observation pod on the radar arch above the flybridge. The climb up the crow's nest is a bit of a handful, but once on top, you are about four-and-half stories above the waterline—a great place to be and an unusual vantage point for a yacht just over 100 feet. For wildlife buffs, the photographic opportunities from here would be perfect while sitting quietly at anchor in some far-flung locale.

One of the great aspects of a yacht that first time buyers may overlook is the crew quarters. A happy crew stays on longer and does a much better job, and this makes a huge difference to the owner experience. On the CC105, this has been accounted for quite nicely. Spacious cabin spaces, large work areas below decks and aft, plus plenty of stowage space add up to good working conditions all around. The captain is also well looked after, with a good-sized cabin just aft of the wheelhouse (which accounts for the shrinkage of interior space on the upper deck).

For power, the CC105 runs on twin Caterpillar C-18s, exceeding a 3,000-nautical-mile range at nine knots. Given the large volumes and displacement characteristics, this would be a great yacht for exploration. Such options make this long-range expedition yacht a good fit for owners wishing to see and do more with their yachts. ■

For more information, contact Horizon Group USA,
Ph: **+1 561-721-4850**, or visit **horizonyacht.com**

Cecile Gauert contributed to this article, published in an earlier version in Asia Pacific Boating.

HORIZON CC105

LOA: 105ft 8 in (32.2m)
LWL: 93ft 1in (28.38m)
BEAM (MAX): 25ft 9in (7.81m)
DRAFT: 7ft 6in (2.3 m)
CONSTRUCTION: Fiberglass
FINISH: White gelcoat paint

ENGINES:
2 x Caterpillar C18 Acert 600 hp @ 1,800rpm
GENERATORS: Twin Onan 50KW
PROPELLERS: 4-Blade S Grade ZF
FUEL CAPACITY: 6,316 gal. (23,900L)
FRESHWATER CAPACITY: 1,320 gal. (5,000L)

SPEED (MAX/CRUISE): 13/10.5 knots
RANGE AT CRUISE: 3,000 nm
STABILIZERS: ABT with STAR
CLASSIFICATION: DNV, compliant with MCA LY2
BUILDER: Horizon's Premier yard


HORIZON
CC105



ABOVE: The Breakers, a grand summer home that once belonged to the Vanderbilts, hosted the America's Cup gala event during the world series in Newport

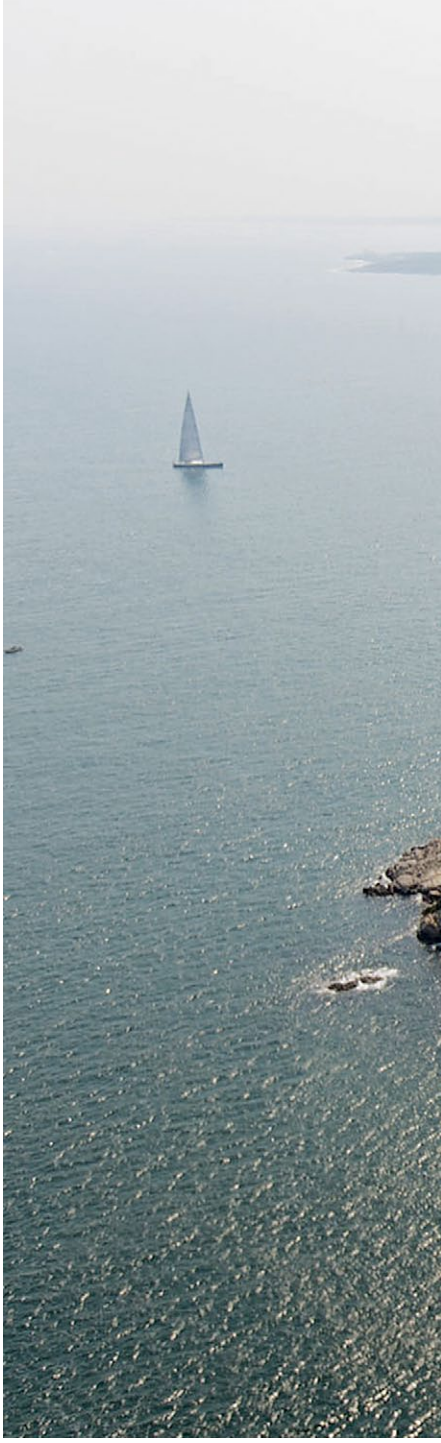
Something New Something Old

America's Cup Newport Comeback

THE AMERICA'S CUP IS ONE OF THE MOST SOUGHT AFTER TROPHIES in all of sports. The yacht *America* won the first race held in 1851 (45 years before the modern Olympics), and the United States held on to the trophy until that fateful day in 1983 when everything changed. The 12-meter *Australia II*, with the winged keel and those wild Aussies from Down Under aboard, wrestled the Cup in a heart-stopping final tacking duel on the water as the international yachting community gathered in Newport watched in shock and disbelief. Newport was no longer the home of the America's Cup.

It's been almost 30 years since an America's Cup race has taken place in Narragansett Bay, but for four days—June 28th to July 1st, 2012—the community rolled out the red carpet and welcomed home its beloved Cup. In this internationally recognized sailing community, Newport will always be home for the

STORY BY Grace Trofa **PICTURES** Gilles Martin-Raget/ © ACEA 2012



ABOVE: An aerial of Newport during the second day of racing shows the crowd assembling on the cliffs for prime viewing

RIGHT: The opening ceremony at Fort Adams had the appropriate historical feel and just the right amount of pagentry









PHOTO GUILAIN GRENIER/ ORACLETEAM USA





Newport is a big sailing community and the crowds readily embraced the Cup's return after a long absence; those who did not have access to the VIP events simply sat on blankets at water's edge for first-row seats or rowed out for a better vantage point





America's Cup. After competing in international cities like Venice and Naples, sailing in Newport felt like a community event for an international audience. After watching the series of both fleet and match racing, it is safe to say, "They came, we saw, they conquered."

It's a new America's Cup; faster, more exciting, raced by a new generation of sailing heroes. Previously, experience was a valued asset onboard, but now the physical demands almost dictate a younger, physically fit crew. Russell Coutts remarks how the reaction time to make decisions on these boats is so much faster and how everyone is focused on the importance of getting a good start. It's hard not to be seduced by the adrenaline rush as these AC45 racing catamarans skim the surface of the water, teetering on the edge as they make their way around the course at speeds reaching 25 knots. On race days, all eyes were on the committee boat watching for the yellow flags counting the minutes until race time. News helicopters circled overhead and TV boats cruised with cameramen awaiting direction from a guy stationed in a booth on shore. The spectator fleet of mega yachts—classic yachts like the steam ship *Cangara*, the J boat *Hanuman*, and the bright red converted *Nantucket Lightship*—shared space with just about anything that floats as they jockeyed for position along the edge of the race course.

The weather did not disappoint; clear blue skies and warm temperatures coupled with shifting winds and changing tides that made for a challenging course. Though TV viewers most likely had a better understanding of the race thanks to the amazing graphics and commentary, nothing can compare to the sights and sounds of watching the race first hand. The rushing sounds of the water against the boats, the shouts of the crewmembers as they made their way around the course, and the cheering support of the spectators on shore voicing their approval of tactical maneuvers provided a moral boast for competing teams.

Fort Adams proved a perfect venue for the course, with water on three sides. The AC45s made their way into the open racecourse from the waterway where they were lined up behind the leading boat. Tide



shifts during the course of the race forced many of the boats within shouting distance to shore, much to the delight of crowds perched on the rocks where they spread out beach blankets or viewing the racing from the deck of the VIP Club 45.

Among the nine teams competing, crowd favorites were the two Oracle boats, with old pro Sir Russell Coutts going head-to-head against the pit bull from Sydney, Jimmy Spithill. This would not be racing if there were not tense moments. On Saturday, Oracle Team Coutts' leeward shroud hit the mark boat as they were rounding the mark. While it was a great photo opportunity for the photographers on board the mark boat, the shroud exploded, forcing the boat to return to shore for repairs. The team made a valiant effort to return to the course; however, they missed the deadline by minutes, much to the disappointment of the crowd watching the boat return to shore. Emirates Team New Zealand also had its share of drama when the boat capsized. As the extended 22-meter wing quickly filled with water, it took more than an hour to bring the boat upright—an image that brought home the danger involved in the sport. Fortunately there were no injuries.

The best and most coveted seat in town was to be the extra man on board the French challenger *Energy Team*. Shifting from side to side at the rear of the catamaran was only for the physically fit, but you could not get any closer to the action unless you were an actual crewmember. Loïck Peyron, French multihull champion and *Energy Team* skipper, like Russell Coutts, represents the old guard—Peyron has crossed the Atlantic 50 times in 30 years—but in Newport all his buddies, all top French sailors, were in town hoping to sail on board and wanting to coach the team. "That is a problem," Peyron said. Senator John Kerry, an avid yachtsman, was the extra man on board during one of the team's victories. Peyron says, "It was funny, you could see he was excited for us, but he had to subdue his enthusiasm out of respect as we passed by and beat the American Oracle team." English entrepreneur and yachtsman Peter deSavary (who had America's Cup challenger *Victory* in the 1980 and 1983 Cup races) experienced the race this year as the extra man

PHOTOS THIS SPREAD: GRACE TROFA



on board *Energy Team*. He reported that when the team made a bad tactical maneuver, everyone aboard started to swear in French and took out cigarettes. Even Larry Ellison made an appearance, and was spotted speeding across the water on one of the team boats.

After four days of racing it was safe to say the Newport event was champagne sailing. And speaking of champagne, never let it be said that yachtsmen don't know how to party. Moët & Chandon has been a sponsor of the America's Cup since 1987 and special AC moments are now called Moët moments. The champagne lounge set up on the grounds of the fort was a popular gathering spot. Moët sponsored a private champagne party prior to the America's Cup party in the music room of the Breakers mansion. Once owned by the Vanderbilts, this waterfront estate is considered the most impressive of Newport's Gilded Age mansions. In honor of the return of the America's Cup to Newport, Moët offered guests beautiful crystal flutes filled with 1983 vintage champagne, commemorating the year the America's Cup was last in Newport. Needless to say, though music and food awaited guests on the portico and lawn of this sprawling estate for the AC party, guests tended to linger, enjoying every last sip. Most partygoers then moved on to the Clarke Cooke House for a formal dinner and more of the bubbly. Anyone familiar with Newport has spent time at this nautical watering hole, the place to see and be seen, as the lines formed at the entrance proved.

The America's Cup World Series was a six-event, around-the-world parade featuring the best sailors and the fastest boats. But they may have saved the best for last by concluding the series in Newport. Sure it may not have had the pomp and ceremony of some of the other locations, but Newport impressed the teams with their affection for the Cup races, their love and knowledge of the sport and the deep attachment they have to all things Cup related. A member of the Prada team touched his heart when he talked about watching an elderly man carry a folding chair down the long walk to the shoreline in order to sit and watch the races. A member of the media team Daniel Ferrando—and



The boats at mooring make a nice contrast between the old and the new and exude a serenity that is short lived; the races had their share of mishaps, dramas and close calls





one of the first on the scene—says, "It's so nice to be here. While at the other venues there is an interest in the sport, here there is a real affection for what the AC represents, it is part of the history of the town and you can feel that warmth in the people."

The big photo op was to pose next to the America's Cup trophy. In this town, the main thoroughfare is America's Cup Avenue. There are permanent AC exhibits and collections in this town where sailing lessons are a rite of passage, and the children know their America's Cup history because it's their history. On Youth Sailing Day, 100 eager future sailing champions stood politely in line for an autograph or a chance conversation with some of the skippers. They sat on the grass in groups, discussing Cup strategies and when the opportunity to pose for a group photo on stage with the skippers arose, children scrambled up the stage stairs in their excitement.

Iain Murray, once a competing skipper during the 1980s Australian Cup challenges and the 34th America's Cup regatta director, perhaps summed it best. "It's always great to come back. Newport is a very yachting friendly town; everyone here has a common interest and is sympathetic. The education and understanding of the people of yachtsmen and what we do is tremendous—better than probably any other place in the world. It is a very traditional and historic town that protects its past very well," he said. "Coming back here 29 years later, with AC45's and all our whiz bang, electronic media rules and bits and pieces, it's a nice contrast between the old and the new and I think the two have come together very well."

In San Francisco, teams will be racing aboard AC72—traveling three miles in six and half minutes, according to Murray. Stay tuned for some wild racing; it's a new America's Cup race and it's exciting. ■

For more information, visit **americascup.com**.

For more race pictures visit **yachtsmagazine.com/racing**